

Navy News

APRIL, 1977 5p



Seen in the Sailors' and Families' Advice Bureau in H.M.S. Nelson, Portsmouth, are some of the men who will staff SAFAB. From the left they are COEL Cliff Sawdon (who will be based in H.M.S. Pembroke), CEMEM John Wellington (H.M.S. Cochrane), and POMEM Mick Readdy (H.M.S. Drake). Making a point about a display panel is Lieut.-Cdr. John Hughes (staff officer, Naval Personal and Family Service).

WORRIED? CALL THE 'TROUBLE SHOOTERS'

A broadly-based no-form-filling information service for the whole of the Royal Navy and families, and preventive welfare work by professionally - qualified people, are incorporated in a new Naval Personal and Family Service being introduced on April 1.

With the existing Family Welfare Organization maintaining its expertise in the handling of crisis work, the Admiralty Board's aim is that every possible guidance should be available on non-Service as well as Service matters and that small difficulties should be tackled before they have a chance to develop into problems.

From complex queries on house ownership or education, to the very ordinary (but worrying) "My husband was coming off his ship, but he hasn't arrived home. I can't think what has happened to him..." the Navy is setting itself out to provide, if not the answer, advice on where to

get the answer.

A man going off to sea will have the reassurance that his family should never, wherever they live, be in doubt or distress, having only to visit an office, make a telephone call, or write a letter for the organization to swing into action.

There will be no "name and number" stuff and nothing will be recorded as a "pack." Inquirers can go with confidence and in confidence.

According to the latest Defence White Paper, "Recruitment of qualified staff for the Naval Family Welfare Service, on the scale previously envisaged, has been deferred, because of the need for the utmost economy in the support field." However, despite the current financial difficulties, the new NPFS is a major step forward along the lines recommended by the Seeborn Committee in 1974.

SPEEDY HELP

Information centres, to be called "Sailors' and Families' Advice Bureaux" (SAFAB for short), will be opened in Portsmouth, Plymouth, Rosyth, Faslane, and Chatham.

The bureaux will be ready to receive phone calls or letters at any time, or to see personal callers during normal working hours.

Officers, ratings and families — especially the isolated young naval wife whose husband is at sea and whose parents live a long way off — can be sure of friendly and speedy help in dealing with their problems.

The Commander-in-Chief Naval Home Command, who has been charged with the responsibility for developing the service, will have as his "chief of staff" Miss Pam Baker, Head of the Naval Social Service, who is already well known in the R.N. as the adviser to the

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Money 'muddle' had fliers in a spin

"Dishonest," "shabby" and "muddle" headlines filled the newspapers as uproar rose over an alleged plot to deprive some Fleet Air Arm and Royal Air Force personnel of gratuity benefits.

Hot words in the Commons and elsewhere were by no means all based on a full understanding of

the facts, and indeed had the facts been less complicated, that full understanding would have been a lot easier to reach.

The announcements brought about by new pension legislation have been around for quite a long time, but as Navy News was told, "nobody seemed to know what they were all about" until they began to reach the career point when it began to matter. Then there were some people who became apprehensive that their

gratuities were under threat.

More or less parallel with this, negotiations were going on at "Head Office" to gain the most reasonable terms possible (in view of the new pension laws) but the complexity of the situation did not help in producing swift and simple answers.

So now there has been what is described as the great "climb down". Whether that is the

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'Play it — or else!'

An "under escort" Pete Murray seems to be getting his orders from the Ark Royal Fleet Master-at-Arms, "Play our record or else..." The sailors were visiting B.B.C. to talk to Pete on his "Open House" programme about the Ark and the record of "Sailing" made by the ship's company and band following the success of the TV "Sailor" series.

Confirmation of the triumph of the series came on March 24 when at the presentation of the British Academy of Film and Television Arts 1976 awards, "Sailor" took the trophy for the best factual series and went on to win a second award for its dramatic rescue episode, which was judged the best factual programme.

In the photograph above Fleet MAA Tom Wilkinson, who became a familiar face to viewers of the series, lays down the law to Pete, who is escorted by LRO Tony Curtis and WTR John Polly. Later the Ark men visited more radio studios for interview and dropped in on Pye Records to see how they were faring in the charts.

Fleet MAA Wilkinson also made news when he was awarded the clasp to his LS and GCM, representing 30 years' service. He received the clasp from Vice-Admiral J.H.F. Eberle, making his last visit to the Ark before relinquishing the appointment of Flag Officer Carriers and Amphibious Ships.

Picture: POA(Phot) Mike McKnight

Over he goes!

The Blackwood-class frigate H.M.S. Dundas has just celebrated her 21st birthday but, because of a tight schedule of exercises, the cake-cutting was postponed until she arrived at Portland. This picture was taken during a light jackstay transfer with the Leander-class frigate H.M.S. Achilles.

Picture: LA(Phot) Dales



SOUTHWICK PARK

See Centre pages

Turn to our centre pages for a colourful guide to the many and varied attractions on offer at Southwick Park, the Royal Navy's unique country club near Portsmouth.

A milestone in the development of this ambitious Service project will be reached on April 1 when the first rounds of golf are played on its brand new 18-hole golf course. Existing members whose subscriptions expire on March 31, 1977, should remember to renew them. Renewal notices will not be sent out.



"I wish we could do something more simple — like feeding them on five loaves and two fishes!"

DRAFTY'S CORNER

WANT TO GO FOREIGN?

"Can I go foreign?" When Drafty is asked this question at the end of one of his lectures, he knows that the questioner rarely wants to know whether the ship to which he is being drafted will deploy overseas. As we all appreciate, that is very much the prerogative of CINCFLEET, who arranges ships' programmes.

What the questioner really has in mind is: "What are the chances of being drafted to a shore billet overseas or to a ship on local foreign service?" This question is not only asked by married men who wish to take their wives and families on an accompanied foreign tour, but by the single men who believe that only the married men are allowed such drafts.

First of all it is essential to keep the size of the problem in perspective. The total number of local foreign service billets is only just over 1,000, plus 160 for the W.R.N.S. So with just over 50,000 naval ratings in the Service you will be lucky if you get a local foreign draft during your 22 years. Some branches, of course, fare better than others: with the large number of overseas headquarters and communications centres, the Writer and Communications Branches come out better than most.

Who gets an overseas draft? Overseas

billets can perhaps be divided into three categories. Firstly, there are the isolated detachments where ratings serve alone or in very small numbers — exchange billets with the United States Navy or in the office of a Naval Attaché, for example. Secondly, in a NATO Headquarters or staff where there is only limited national administrative support. Thirdly, in a Royal Navy ship or establishment with full accommodation and administrative back-up, such as H.M.S. Rooke in Gibraltar, or H.M.S. Tamar (or the local squadron) in Hong Kong.

The more isolated the billet and the less the administrative support and supervision, the more careful is Drafty to select the right rating who will be both self supporting and a credit to the Royal Navy. Some of these are specified for married accompanied ratings, others for single or unaccompanied men.

In the second category there is normally no Service accommodation

available and, while single men are not debarred from such a draft, experience has shown that the married man accompanied by his family normally fits best into such an international environment.

In the third category of overseas billets where there is a naval establishment with full accommodation and administrative support, the draft is considered suitable for all types of ratings and there is certainly no differentiation between the single and the married man. Indeed, in Gibraltar where there is an acute shortage of married accommodation, the waiting list would be even longer if only married men who wish to be accompanied were drafted.

While the maxim "If you don't ask, you don't get" is not strictly true, your chances of an overseas draft are obviously improved if Drafty knows that you are keen to have one, so the next time you complete a Drafting Preference Card make your wishes quite clear.

Your selection will, of course, be dependent upon there being a billet available at the time you become available for draft. If you are lucky enough to be selected your initial draft note will — if the job isn't one of those specified for a married accompanied man — show the type of service as Local Foreign Unaccompanied. At that stage Drafty does not know whether you will

be taking your family with you and the Estimated Relief Date will, therefore, be 12 months from the date of draft. If you elect to take your wife with you then the draft will in due course be changed to a Local Foreign Accompanied and the duration of the draft will be extended to 25 months.

Since, however, local foreign billets are very popular and there are more than enough volunteers, there is an option for accompanied ratings to return to U.K. after 18 months' foreign service if they or their families are not enjoying themselves as much as they had hoped they would. Conversely, extensions of LFS are rarely allowed.

If nominated for an overseas draft you will receive a large bundle of papers concerned with making application for family passage, accommodation and passports. It is important to complete these with the minimum of delay, seeking the advice of your divisional officer if in any doubt.

Medical advice

Before you will be allowed to take your family overseas it will be necessary for them to undergo a medical examination to ensure they are fit to live in a tropical climate and will not require special medical treatment while they are overseas. So if your wife or any child has a medical problem, it is wise to seek early medical advice before applying for them to go overseas.

SWOP DRAFTS

The following ratings are anxious to exchange drafts. Anyone interested should write to the applicant direct.

P. B. Almsworth, REAI, CPO's Mess, H.M.S. Gannet, Prestwick, Ayr, Scotland. Will swap with any REAI or RM1. Any draft in South England considered.

A. R. Barber, LSCM, RH Mess, H.M.S. Gurkha (Rosyth). Will exchange for any Portsmouth ship.

J. E. Bishop, LSTD, 809 Naval Air Squadron, Officers' Mess, R.A.F. Honington, Bury St Edmunds, Suffolk. Drafted to R.N.A.S. Yeovilton, May 10. Will swap for Portsmouth shore base or anywhere in North East of England.

A. Bowers, SA, 3 Mess, H.M.S. Hecate. Drafted to H.M.S. Neptune. Will swap for any sea-going ship.

M. R. Brown, MEMI (JBD), F.M.G., H.M.S. Dockyard, Portsmouth. Drafted to H.M.S. Tiger, May 23. Due Far East deployment. Will swap for any Portsmouth ship in refit or ship not going anywhere.

C. N. Boyall, ROIG, 3P Mess, H.M.S. Rhyll. Due to deploy in autumn. Will swap for any ship in Portsmouth refit or any frigate in Portsmouth area.

A. J. Buckley, POOL, C/O W.E. Office, Britannia Naval College, Dartmouth. Drafted to H.M.S. Bideston (Rosyth), June. Will swap for any ship or shore base in the South.

M. R. Carr, EM(A)1, H.M.S. Daedalus. Drafted to H.M.S. Osprey, Portland, July. Will swap for any draft to H.M.S. Heron, Yeovilton. Replies to 95, Franklin Road, Rowner, Gosport, Hants PO13 9TR.

P. R. Curd, MEMI, 3M Port Mess, H.M.S. Ariadne. Passed for A/LMEM. Will swap for any Portsmouth ship with MEOW billet.

M. Davison, ROIG, Comms Mess, H.M.S. Mermaid. Drafted to Maidstone Barracks, Belfast, on June 7 for four months (sea time). Any swap considered.

P. Doggett, A/MEA2. Due to join H.M.S. Ark Royal, May, for Unit Watchkeeping Certificate training. Will swap for any Plymouth or Rosyth frigate for similar training. Replies to 5, Savage Road, St Budeaux, Plymouth.

Doherty, AB(S). Drafted to H.M.S. Achilles (Plymouth), mid-May. Will swap for any Portsmouth or Chatham ship. Replies to 10, Bermuda House, Hillside Road, Paulsgrove, Portsmouth.

G. T. Elson, POSTD, H.M.S. Fearless (Plymouth). Will swap for any Portsmouth G.M.D. or frigate.

I. D. Gee, SA, 2 Delta Mess, H.M.S. Antelope. Will swap for any ship not in refit, anywhere. Unable to swap until beginning of June due to present deployment.

M. J. Gilham, RMECH1. Drafted to D.A.U.W.E. I.R.N.O. Kyle of Lochalsh, Scotland, May. Will exchange for any

RMECH1 or REAI billet in following preference areas — East Anglia, Midlands, London, Chatham or Portsmouth. Shore billet of over six months. Replies to Bolle Hall, Main Road, Bicker, Lincs, or telephone Swineshead 489 to May 3.

D. R. Gilling, PO(S), H.M.S. Scylla (Chatham). Will exchange for any similar Devonport Leander.

J. L. Harrison, AB(S), 2 Mess, H.M.S. Caledonia. Drafted to H.M.S. Plymouth (Chatham), May. Will exchange for any Devonport or Portland small ship or frigate.

T. Hepton, CEM1, 3E Mess, H.M.S. Amazon. Due to join H.M.S. Nelson, June. Will consider any shore draft outside Portsmouth.

A. Hick, A/LMEM, 3D2 Mess, H.M.S. Tiger. Due Far East deployment in autumn. Will swap for any Portsmouth establishment or ship on home sea service.

B. Houston, LRO(G), H.M.S. Shoulton (Portland trials MCMV). Will exchange for any Fishery Protection Squadron ship or Portsmouth MCMV.

D. Kavan, ROIG, 3P Mess, H.M.S. Rhyll. Due major deployment in the autumn. Will swap for any ship in Portsmouth refit, or any Portsmouth or Plymouth frigate.

G. Leek, RS, PO's Mess, H.M.S. Nelson. Main Gate watchkeeping over 12 months. Willing to swap with anyone in Whitehall, Northwood or London area.

J. P. Lynch, AB(D), Diving Section, B.R.N.C. Dartmouth. Will swap for any Portsmouth shore base, preferably H.M.S. Vernon.

J. Mair, SA, H.M.S. Newcastle, building at Swan Hunter, Neptune Yard, Wallsend. Will swap for Rosyth shore base or ship or ship in Rosyth refit.

C. Matthews, LPT, P.T. Office, H.M.S. Figgard. Drafted to H.M.S. Nubian (Rosyth), December. Will swap for any Portsmouth ship. Devonport and Chatham considered.

J. McInnes, LSA, Wanklin 309, H.M.S. Neptune. Will swap for Cudrose, Yeovilton or Raleigh.

I. S. McRobbie, REMI, 3GP Mess, H.M.S. Nubian. Drafted to FOSNI, May. Will swap for Plymouth or Portsmouth.

I. Molloy, LRO(G), 3L Mess, H.M.S. Aurora (Plymouth). Will exchange for ocean-going survey ship, preferably Hecla class deploying overseas.

P. J. Murphy, A/AB(M), 11 Mess, H.M.S. Ashanti. Drafted to H.M.S. Berwick (Devonport), August. Expected Devonport refit. Will swap for any sea-going ship, preferably H.M.S. Ark Royal.

K. Pembble, SS/MEMI(AMC, JBD), 13 Mess, H.M.S. Norfolk. In Portsmouth refit. Will swap for any Type 42, preferably H.M.S. Newcastle or any Rosyth or Portsmouth sea-going ship. Any rate above JMEM accepted as relief.

A. Saliba, LSTD, Staff of FOSM, Dolphin House, Green Lane, Gosport. Drafted to

H.M.S. Ambuscade (Devonport), June. Will exchange for any Portsmouth ship.

E. Saliba, POSTD, Fort Southwick, Cosham, Portsmouth. Drafted to H.M.S. Ariadne (Plymouth), July. Will swap for any Portsmouth ship or shore base.

D. Sinclair, LRO(T), 3P Mess, H.M.S. Rhyll. Due major deployment in autumn. Will swap for any Second Frigate Squadron ship or ship not due for deployment.

P. J. Taylor, REMNI, CPO's Mess, H.M.S. Falmouth. Drafted to Portland F.M.G., June. Will swap for any Portsmouth shore base. JYA experience essential.

B. Tucker, LSR, 3P Mess, H.M.S. Plymouth (Chatham). Will swap for any Devonport ship.

K. M. Turner, LS, Drafted to H.M.S. Devonshire (Portsmouth). Will swap for any Type 21, preferably H.M.S. Alacrity. Replies to 36, Sephton Close, Rowner, Gosport.

M. Watts, OEM2, 4M2 Mess, H.M.S. Hermes. Due to deploy transatlantic. Seeks exchange to any Rosyth or Portsmouth ship, preferably in refit.

White, MEA(P)1, U.W.C., H.M.S. Defiance, Devonport Dockyard. Drafted to H.M.S. Charybdis, August, for 27 months sea time. Includes Adqual 4 (boiler specialist) from June 13 to July 18. Will swap for any Devonport Y100 Leander or Rothesay frigate.

W. A. Wilson, AB(R) Nav's Yeo, H.M.S. Bideston. Rosyth minelayer. Will swap for any frigate based anywhere, preferably going foreign.

J. B. Wilton, OEMN3, H.M.S. Collingwood. Drafted to H.M.S. Zulu (Rosyth), June. Will swap for any ship anywhere except Scotland. Prefer Portsmouth. Replies to 109, Hillside Road, Paulsgrove, Portsmouth.

R. J. R. Robertson, OEM1, H.M.S. Neptune (shore time). Wishes to exchange for any Portsmouth shore base or sea-going ship.

R. M. Ashley, AB(S). Drafted to H.M.S. Bacchante, Devonport, Sept. 9. (To join H.M.S. Rooke, August 1, as advance party). Wishes to swap for Portsmouth ship. Replies to H.M.S. Victory (Ship).

N. A. B. Reynolds, ALMEN, H.M.S. Intrepid, Portsmouth. Wishes to swap for Chatham shore draft. Replies to Saumarez 3-25, H.M.S. Nelson, or phone H.M.S. Intrepid.

DIARY DATES

Many people in the U.K., especially those living many miles from the coast, rarely see a sailor or a warship. Readers may be interested, therefore, in this diary of shows, exhibitions, concerts, and other events at which you can "meet the Navy." The list of venues and dates is issued by the Director, Naval Careers Service.

- APRIL**
- 1-2 Southampton Musical Show, R.M. bands.
 - 1-2 Ideal Home Exhibition, R.N. stand.
 - 20 Hove Civic Concert, R.M. bands.
 - 23-24 R.M.A. Zeebrugge celebrations, Liverpool, R.M. bands.
 - 24 R.M. Spectacular, Blackburn, R.M. bands.
 - 28-May 2 Battle of Atlantic anniversary celebrations, Liverpool, R.M. bands.
 - 28 Winter Concert, Deal, R.M. bands.
 - 28 May 3 'Meet the Navy' ships visit, Liverpool.
 - 30 Middlesex Sevens, Twickenham. Summer visiting team.
- MAY**
- 5-16 Manchester Boat Show, Canal Fleet.
 - 6-7 Newark & Notts Agricultural Show. Summer visiting team.
 - 7-9 Jersey Spring Festival, R.M. bands, R.M. free-fall para club, R.N. display team.
 - 7 Concert, Bristol, R.M. bands.
 - 7 Blackheath Fayre, R.M. motor-cycle team.
 - 7-8 Spalding Tulip Festival. Canoe and diving team.
 - 10-16 'Meet the Navy' ships visit, Liverpool.
 - 11 Joint Services Day, Woodvale. Summer visiting team.
 - 11-27 Clyde Festival 77, R.M. motor-cycle team (11-15), summer visiting team (13-11).
 - 16-17 Metro 77, Glasgow, R.M. bands.
 - 13-14 Biggin Hill Air Fair, R.N. Historic Flight, R.N. stand.
 - 14 Plymouth Silver Jubilee Tattoo, R.M. bands, R.N. display team.
 - 15 White Waltham, R.N. Historic Flight.
 - 17-22 Poole Boat Show, Poole and Dorset Exhibition.
 - 18-19 West Midland Agricultural Show, Shrewsbury. Summer visiting team, R.N. and R.M. Tattoo, Brighton, R.M. bands, R.M. motor-cycle team, R.M. free-fall para club, R.N. display team.
 - 19-21 Devon County Show, Exeter.
 - 19-25 'Meet the Navy' ships visit, Aberdeen.
 - 21 F.A. Cup Final, Wembley, R.M. bands.
 - 21 Nuneston Guide Dog Fete.
 - 22 R.N.L.I. Water Fair, Portsmouth. Canoe and diving team.
 - 22 Humberdale County Show, R.N. Historic Flight.
 - 24-26 Scottish Festival of Youth, Edinburgh.
 - 25-26 Staffs County Show, R.M. motor-cycle team.
 - 28-29 Services Tattoo, Burnley. Summer visiting team.
 - 28-29 Chatham Navy Days, Eastwood Civic Week.
 - 28 Braintree Carnival.
 - 28-30 Stone Bi-Centenary, Canal Fleet.
 - 28 Plymouth Lord Mayor's Parade, R.M. bands.
 - 28 Exeter Festival, R.M. bands.
 - 28-30 Blackpool Air Pageant, R.N. Historic Flight.
 - 28-29 Macclesfield Carnival.
 - 28 Hornchurch Festival.
 - 28-29 H.M.S. Sultan Fete, Gosport, R.M. bands.
 - 29 Congleton Carnival.
 - 29 Massed Bands Concert, Exeter, R.M. bands.
 - 31-June 4 Bath and West Show, R.M. bands, summer visiting team, R.N. Historic Flight, R.N. display team.

At many of the events listed above, the Royal Navy will be represented by mobile displays, exhibition trailers, or static helicopters.

Chevrans Club cash for Services

"The lifeblood of the Chevrans Club" — part of the money raised by the sale of the club premises in Dorset Square, London — has been handed over to the three Services by Mr. Edward Terrell, who served the club for 32 years, including 20 years as chairman.

Cheques were presented to the Principal Personnel Officers (Admiral Sir David Williams, General Sir Jack Harman, and Air Chief Marshal Sir John Aiken) in the office of the Second Sea Lord. As stipulated by the general committee of the Chevrans Club, the money will be used "to promote the efficiency and improve the condition of warrant officers, petty officers, and non-commissioned officers in the Services." The Navy's cheque was for £16,770.

Mr. Terrell explained that the club had been closed and sold because of financial difficulties. The building, which was bought at auction for £13,100, was sold for £230,000, of which £80,000 had been repaid to Service charities and £50,000 to the bank.

Admiral Williams thanked Mr. Terrell for his tremendous contributions, devotion to duty, and efforts on behalf of the club.



The then Second Sea Lord, Admiral Sir David Williams (right), receives the Navy's cheque from Mr. Edward Terrell, watched by Mrs. Terrell.

FILMS FOR THE FLEET

GRIN AND BARE IT...

Vicki Johnson has a meaty role in the "Jaws"-type thriller "Grizzly" — she is the victim of a carnivorous bear. The 18ft., one-ton grizzly treats her as a tasty picnic snack in the film, which will soon be on the way to Fleet screens. But Vicki seems to have come out of the whole episode in one piece (or in this case, a two-piece). Her smile seems to say that it's nice to get a part one can get one's teeth into . . .

Non-speaking roles for big noises

In these days of cinematic sophistication, making a silent film is rather like re-floating H.M.S. Victory to go on a fish patrol — but an interesting experiment, nevertheless.

"Silent Movie," one of the latest list of releases to the Fleet by the Royal Naval Film Corporation, has one great quality, apart from its lack of dialogue — it's funny.

It also has, apart from Marty Feldman in a starring role, cameo performances by Burt Reynolds, Paul Newman, James Caan, Liza Minelli, Anne Bancroft and Marcel Marceau.

Here is the full list of releases:

Marathon Man (X) — Dustin Hoffman, Laurence Olivier, Roy Scheider. A student in training as a marathon runner becomes involved in mysterious and highly dangerous activities connected with the contents of a bank safe deposit. CIC No. 455.

From Noon Till Three (AA) — Charles Bronson, Jill Ireland. When outlaw Graham Dorsey seeks refuge with widow Amanda Starbuck, their three hours together earns them a world-wide reputation. United Artists. No. 456.

Silent Movie (A) — Mel Brooks, Marty Feldman, Dom DeLuise. Directed by Mel Brooks, this film bases much of its humour on the supposition that universal communication is possible when the barrier of the spoken word is removed. Fox-Rank No. 457.

Raid on Entebbe (A) — Peter Finch, Charles Bronson. One film version of the hi-jacking on June 27, 1976, of the Air France passenger plane en route for Paris via Athens and the Israeli rescue of the Jewish hostages one week later. Hemdale. No. 458.

The Return of a Man Called Horse (AA) — Richard Harris, Gale Sondergaard. The Man Called Horse leaves his English ancestral home in 1830 to return to the land of the Yellow Hand Indians. United Artists. No. 459.

The Diamond Mercenaries (AA) — Telly Savalas, Peter Fonda, Christopher Lee. Ex-mercenary soldiers plan to clear the diamond vaults of a fortress-like mine in South Africa. Gala. No. 460.



LIGHT AS AIR!



Top heavy with brass they may be, but when it comes to tossing a pancake at the double they can still display the professional touch. Putting on a brave show in the annual Shrove Tuesday pancake race on the parade ground of H.M.S. Pembroke at Chatham — an occasion when anything goes in the way of dress — were POSTWD Rob Taylor (left) and FCSTWD Trevor Lewis of the staff of the Stewards' School.

Picture: PO(Phot) J. Sinclair

ARK'S MESSAGE RECEIVED — BY SEA MAIL!

Messages in bottles thrown overboard may not be the latest or most efficient form of communications, but the method continues to work — as one communications specialist has discovered.

A message was thrown into the Atlantic from H.M.S. Ark Royal last October by Radio Supervisor John Bilby, of Plympton, Devon. The note invited the finder to reply.

On January 19 Pierre Desnavailles, of Soutons, Western France, found the letter while walking on the beach with his children, and immediately replied.

Messages in bottles are, apparently, not uncommon. According to an article in the late February edition of Yachts and Yachting, it has been estimated that up to 150,000 bottles are floating around the oceans carrying messages of love, hope and, often, despair.

British scientists have thrown into the sea thousands of bottles containing questionnaires. From information returned by finders they chart ocean currents.

"Something" else has also returned to the Ark, as she lies at Devonport in refit — ventriloquist's dummy Little Wilf, a notorious member of the ship's company at the time of the "Sailor" TV series.

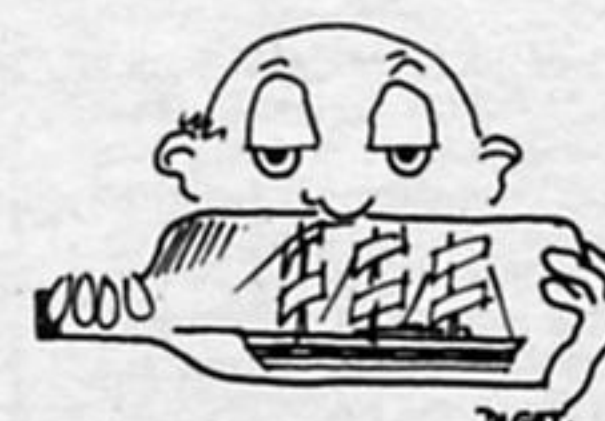
On his return visit to the carrier he was resplendent in a smart new uniform provided by Louis International. He met members of the ship's company before collecting a draft chit and going on leave.

Later, Little Wilf turned up at H.M.S. Daedalus, Lee-on-Solent, where he became a recruit for air crew.



RS John Bilby displays the letter he received from France — and a bottle like the one which carried his original message across many miles of ocean.

... And here's Cartoonist D. G. Tomlinson's view ...



Tigers in a tangle

H.M.S. Tiger's Pancake Day race was certainly good for a laugh! LA(PHOT) R. Dobson captured the action as POMA "Zulu" Nelson and Sub-Lieut Albie Fox tangled with the first obstacle. The race was won by a strong team from the S & S Branch, with FOF2 staff taking the fancy dress prize with their grass-skirted "maidens."



CINCFLEET IN ANTWERP...

During an informal five-day visit to Antwerp by H.M.S. Arrow, the Commander-in-Chief Fleet, Admiral Sir John Treacher, in his role as Allied C-in-C Channel, was host to a NATO working lunch in the wardroom.

His guests were the NATO Secretary-General (Dr. Joseph Luns), Admiral of the Fleet Sir Peter Hill-Norton, Chairman of the NATO Military Committee, General Alexander Haig, Supreme Allied Commander Europe, and Vice-Admiral L. R. Bell Davies, Supreme Allied Commander Atlantic's Representative in Europe.

The Arrow became a "bridge" between Sunderland and St Nazaire when she visited the French town. The two towns are twinned and on board were three councillors from Sunderland.

London takes the air in Madeira

... and Diego Garcia

Admiral Sir John Treacher, on an official visit to the Indian Ocean island of Diego Garcia before retiring as Commander-in-Chief Fleet, welcomed the chance to meet members of Naval Party 1002 in the "Ship Inn," where he tried his hand at serving behind the bar! His customers in this picture are (from the left): LMEM Lloyd, LOEM Clement, Lieut. J. Miller (the C-in-C's flag lieutenant) and REM1 Gilbertson.

When H.M.S. London spent a few relaxing days at Funchal, Madeira, between exercises in the Straits of Gibraltar, the ship's flight took the opportunity to get a bird's eye view of the Island.

On board the Wessex 3 for a 90-minute "photex" over Madeira were the flight commander, Lieut.-Cdr. Ron Edmonds, pilots Lieut. Lorimer Burn and Lieut. Tony Williams, and the sonar operator, Tony Campbell.

H.M.S. London is the flagship of the Commander, Standing Naval Force Atlantic, and visited Madeira with five other ships of the NATO squadron.

A surprise visitor to the London was Mr. J. A. Carter, sales director of the naval tailors C. H. Bernard and Sons Ltd. He was on holiday at Funchal. Mr. Ron Soper, from Portsmouth, Bernard's senior representative, had earlier visited the ships in Lisbon.

From Funchal, the NATO Force returned to the Straits to exercise with a strong Royal Navy contingent, including

H.M. ships Antrim, Norfolk, Glamorgan, Devonshire and Cleopatra.

GUESTS AT GUILDHALL

On March 19 the London arrived in the Pool of London for a six-day visit. During her stay the destroyer, commanded by Capt. P. D. Nichol, berthed alongside H.M.S. Belfast, opposite Tower Pier.

Since first commissioning in 1963 the ship has developed strong ties with the City of London, with which she has a formal affiliation. Among the features of the visit was a civic lunch at the Guildhall, where 300 members of the ship's company were guests of the Lord Mayor, Sir Robin Gillett, who is a keen sailor. The menu was rather unusual (for a Guildhall lunch, that is), featuring steak and kidney pudding and beer.



During Exercise Springtrain in the approaches to Gibraltar, H.M.S. London helped to put the Canadians back into the air by organizing an unusual replenishment at sea. Soon after the start of the exercise the Canadian ship Annapolis discovered that her aviation fuel storage tanks had developed a fault, causing contamination of her helicopter fuel.

Instead of losing valuable training

time by returning to Gibraltar, the Annapolis requested help from the London.

The Canadians' Sea King was too large to land on the London's flight deck and it had insufficient fuel to carry out in-flight refuelling, so an improved ship-to-ship jackstay was rigged to allow fuel to be passed through 240ft. of aviation fuelling hose. The successful operation took 40 minutes.

Britannia's right royal welcome

Huge crowds and flotillas of small boats welcomed H.M.Y. Britannia at various ports of call during the Queen's Silver Jubilee tour of the Pacific and Australasia.

In New Zealand the Queen visited Auckland and on her second day she went ashore at a small jetty in North Island while the Britannia was moored out in the bay, with two tugs sending up columns of spray from their fire-fighting equipment.

The yacht's arrival in Australia was slightly marred by a row about who should handle her docking in Newcastle, but Sydney made amends by turning out the largest flotilla of small ships ever seen in the bay. They formed an escort around the royal yacht as she moved down the harbour towards the Opera House and bridge.

Every available yacht and small powerboat in Glenelg provided a warm welcome to Adelaide and South Australia, where the Queen and the Duke of Edinburgh spent four days.

WATCH OUT FOR H.M.S. ASTON CITY!

Well on the way to becoming an operational unit of the Fleet, H.M.S. Birmingham looks certain to outstrip the rest of the Royal Navy — on the soccer field, at least. Birmingham's two rival First Division football clubs, Aston Villa and Birmingham City, have each presented the ship with strips in their colours, which the destroyer's team will wear alternately.

Birmingham City F.C. also gave the ship a cup which was presented to the second H.M.S. Birmingham and which will now be competed for within the ship.

An ensign from the first Birmingham, which the city's Boy Scouts have looked after since 1919, was also given to the ship.

After trials and work-up in the Portsmouth and Portland areas, the ship headed for Rosyth and a complex trials programme in the ice of the northern latitudes.

NEWS IN BRIEF

Nearly all Hong Kong's 80 daily papers praised the excellent work of Royal Navy divers in investigating one of the Colony's most gruesome murders. Four divers based at H.M.S. Tamar and led by Lieut.-Cdr. John Wiseman of H.M.S. Beachampton, were called in after the discovery of a dismembered body.

The team searched the seabed off the Wanchai Ferry and brought up a decomposed head believed to belong to the dead woman. Her husband has been charged with murder.

H.M.S. Wasperton, commanded by Cdr. Tim Sloane, Senior Officer Hong Kong Squadron, acted as headquarters for a salvage operation after an Army Gazelle helicopter crashed into Tolo Harbour. Divers from H.M.S. Tamar located the wreck, which was raised and taken to Tamar by the Wasperton.

Chief of Fleet Support, Admiral Sir Peter White, pressed the start button to open a new helicopter gearbox test shop at the R.N. Aircraft Workshops, Perth, Scotland.

Units of the 1st MCMV Squadron (H.M. Ships Gavinton, Bronington, Bildeston, and Maxton) took part in an intensive squadron exercise involving minehunting, minesweeping, and route surveying off the west coast of Scotland. H.M.S. Abdiel, headquarters and support ship, was based at Campbeltown while providing pack-up resources for the squadron.

Commandant Vonla McBride, Director of the W.R.N.S., paid a two-day visit to the R.N. air station Culdrose in March to meet the large contingent of Wrens serving there. She was also given a short flight in a Gazelle helicopter. Miss Mary Talbot, who was Director from 1973 to 1976, visited Britannia Royal Naval College, Dartmouth, to attend Talbot Divisional Sunday, a church service named after her and organized by the W.R.N.S. officer cadets.

Radio operators Kevin Baker and Michael Eady, both from H.M.S. Mercury, alerted the fire brigade when they passed a burning barn near their establishment. They returned to the barn, drove a tractor clear, moved oil drums and helped farm staff to get cattle out of the barn.

H.M.S. Otter flies her paying-off pennant as she sails down the Gareloch on March 5 on her way to Denmark before heading south to Portsmouth for refit. Among the guests at the farewell celebrations were two live otters from a Glasgow zoo!

Boarding parties from H.M.S. Cuxton helped to arrest two Danish fishing trawlers off Rame Head, Cornwall. The boats were escorted into Plymouth and their skippers were later charged with fishing within British limits.

Nine members of H.M.S. Amazon's company made an expedition to Morocco to ski in the Middle Atlas mountains. The party camped at Meknes and were able to visit the ancient city of Fes.

An instructor from the R.N. Survival Equipment School, H.M.S. Daedalus, supervised "ditching" practice at Twickenham Open Air Baths by two women pilots who are planning to make the first Channel crossing in a hot-air balloon by an all-woman crew.

Three leading aircrewmen who had just completed a Royal Navy first aid course saved the life of a man who collapsed in a Plymouth street. Dennis Dowling, Kevin Best, and Stuart Murray were on their way by car to H.M.S. Ark Royal when they saw the man fall. They stopped and revived him with mouth-to-mouth resuscitation and heart massage.

The landlady of the Diamond public house in Southsea was invited to cut H.M.S. Diamond's silver jubilee cake. The Diamond was launched on February 6, 1952, and is now moored off Hardway, Gosport.

H.M.S. Jersey, one of the Royal Navy's newest patrol vessels, was planning to visit the island of Jersey at the end of March.

A sword presented to Capt. Thomas Hardy for his gallantry when Nelson was fatally wounded at Trafalgar is to be auctioned at Christie's. It is expected to fetch up to £10,000.

H.M.S. Vernon's Main Signals Office has received a COMSTAR silver award for high standards of operating and message handling. The MSO at Vernon was manned by CY Kilo King, now drafted to H.M.S. Tiger, POWREN Babs Moverley and WREN Pauline McGhee.

The Royal Naval Amateur Radio Society mounts its annual ten-day radio operation from H.M.S. Belfast this month. The event takes place from April 8 to 17, and the station will have three different call signs: G4EOK, G3HZL and G3XRN/A.

To mark the Royal Silver Jubilee, the Royal Naval Museum at Portsmouth is mounting an exhibition that will trace the history of the Royal Navy during the Victorian period. To be opened by Admiral of the Fleet Earl Mountbatten on April 25, the exhibition will feature swords and medals, many of the latter from the unique collection of Capt. Kenneth Douglas-Morris R.N. (retd.).

It has been reported that the United States of America plans to halt future construction of big aircraft carriers and concentrate on smaller vessels capable of operating vertical short take-off and landing aircraft.

The frigate H.M.S. Tartar arrived at Portsmouth on March 3 after a six-month deployment in the West Indies.

Rear-Admiral Wilfred Graham, Flag Officer, Portsmouth, took the salute at a passing-out parade of new-entry Wrens at H.M.S. Dauntless.

Helicopters from the Search and Rescue unit at H.M.S. Daedalus winched to safety survivors of a cliff-face rock-slip at Lulworth Cove, Dorset. A teacher and pupil were killed when tons of rain-loosened chalk and clay fell on a party of Surrey sixth-formers conducting a geology study. Two seriously injured survivors were air-lifted to hospital at Weymouth.



SHIPS OF THE ROYAL NAVY

No. 257

FACTS AND FIGURES

Displacement: 2,700 tons. Length: 372ft. Beam: 41ft. Propulsion: Two sets of steam turbines developing 30,000 shp giving a speed in excess of 28 knots. Armament: Ikara anti-submarine missile; triple-barrelled mortar; two 40/60 Bofors; two Seacat surface-to-air missile mountings; Wasp helicopter when fully operational.

THE SAUCY ARETHUSA

Having emerged from a long refit in her new role as an anti-submarine frigate, H.M.S. Arethusa (motto: Swiftly Audacious) is keeping up her tradition as the "Saucy Arethusa."



H.M.S. Arethusa's motto is "Celeriter Audax," which, literally translated, means "Swiftly Audacious." In mythology Arethusa was one of the Nereides who was changed by Artemis into a fountain.

Many of the guests invited to sea with the new Ikara Leander during preliminary trials were Wrens from H.M.S. Dryad and H.M.S. Nelson.

On each of several days the ship hosted about 15 Wrens who, after being shown around the ship, soon employed themselves in the various departments — helping out in the operations room, galley, stores office and after a little practice, at the wheel.

The girls were so friendly and efficient that it was agreed by many on board that their presence would be most welcome — any time!

The Arethusa refit was the first Ikara Leander conversion to take place in Portsmouth Naval Base, the others having taken place at Devonport.

For her new role, the ship is armed with the Ikara anti-submarine missile and a triple-barrelled mortar. She also has two 40/60 Bofors and two Seacat

surface-to-air missile mountings. When fully operational she will be equipped with a Wasp helicopter providing a further anti-submarine weapon-carrying platform and an additional air-to-surface capability.

The Arethusa was the last Royal Navy ship to be built by J. S. White and Co. Ltd. at

Cowes. She was launched as a general purpose frigate by Lady Hamilton, wife of Admiral Sir John G. Hamilton, in 1963 and first commissioned in 1965.

After re-commissioning on April 22, the Arethusa will undertake further sea trials and Basic Operational Sea Training and become fully operational later this year.



H.M.S. Arethusa now ... and (inset) as she was before modernization.

... FLEET'S LATEST IKARA LEANDER

USS ARIZONA, BISMARCK, HMS HOOD

Limited edition full colour reproductions of the battleships USS ARIZONA and BISMARCK and the battlecruiser HMS HOOD from the original oilpaintings by the Dutch marinepainter Joh. T. Bendervoet.

(Artist's collection "Famous Warships of World War II")

These reproductions, 26 x 20 inch printed on art paper, can be ordered by sending an international postal moneyorder for Dfl. 25, — per print, including postage, made payable to Joh. T. Bendervoet, Prickwaert 13, Slidrecht, The Netherlands.

... And this is how she got that nickname

H.M.S. Arethusa is the eighth ship of the Royal Navy to bear the name. The first, a 32-gun frigate of 700 tons, was captured from the French in 1759. Her name was Anglicized from L'Arethusa and later she fought a famous action with the French frigate Belle Poule, after which the ballad of the "Saucy Arethusa" was composed.

When the present Arethusa first commissioned in 1965 a march was specially composed based on the melody of the ballad.

The second Arethusa, a 38-gun frigate launched in 1781, played an active part in the second Napoleonic war; the third, launched in 1817, was renamed Bacchus in 1844; and the fourth, a 50-gun frigate of 1849, saw action in the Crimea, her seamen going ashore to fight at the Battle of Inkerman. After leaving Navy service she became a boys' training ship and was eventually broken up in 1932.

Seamen from the fifth Arethusa, a 4,300-ton cruiser launched in 1882, also went ashore to fight — this time during the Boxer rebellion of 1900 when the ship was serving on the China station.

The sixth ship, also a cruiser, was launched in 1913, and fought several successful actions in the First World War before being mined and sunk in the North Sea in 1916.

Arethusa No. 7, a 5,270-ton cruiser of 1935, was the largest ship to bear the name. She served with distinction throughout the Second World War, fighting at Norway and in the Mediterranean and leading the bombarding forces on D-Day.

When King George VI visited forces in Normandy it was the Arethusa which took him there. The end of her days came when she was selected for scientific tests involving atomic rays before being broken up in 1950.

The famous training ship Arethusa, an ex-German four-masted barque, was sold by the Shaftesbury Society in 1974 and replaced the following year by an offshore cruising ketch of the same name.

Battle honours: Ushant 1778 and 1781; St Lucia 1796; Curacoa 1807; Black Sea 1854; China 1900; Heligoland 1914; Dogger Bank 1915; Norway 1940-41; Malta Convoys 1941-42; Normandy 1944.



First World War Arethusa



Second World War Arethusa



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History of warrant officers

The reason why no one has undertaken to write solely and comprehensively on the naval warrant officer is, in my opinion, because it would be too formidable a task to follow the evolution from Henry VIII's "Standing Officers" to the final abolition of the rank.

In addition, it is almost too late to recapture the lives of these officers in the heyday of the warrant rank as so many of these stalwarts have gone to take up their appointments in their respective heavens.

The history, and developing status, of the bosun, gunner, carpenter and others is comprehensively treated in "England's Sea Officers" and "A Social History of the Navy", both books by Lewis.

Robert S. Gibbs
Lieut., R.N. (ret)
Ex-gunner

Shute, Axminster,
Devon.

I have the 1928 issue of the R.N. Warrant Officers' Manual containing lists of all officers, historical notes on the warrant rank, dress regulations, pay, pensions etc.

One quotation is that the warrant rank is as old as, and indeed perhaps more ancient than, the Royal Navy.

E. Richards
Lieut., R.N. (ret.)

Bugle, St Austell,
Cornwall.

Furious guns, ■ not Hood's

In reply to Lieut.-Cdr. Maber's letter (March), no ex-Hood guns went to the Faroes. Four ex-Furious guns went to the islands according to the Gun Books at Priddy's Hard. Of these one reappeared at Woolwich in 1946 and was scrapped. Two of the other three still exist, emplaced at Skansen Fort.

The local population, however, believe they are ex-Hood, and unwittingly misinform tourists and other visitors.

I have been advised by the O.C. Danish Naval Forces, Faroes, that the surviving guns are Nos. 35 and 42 C.O.W. 1916. The other two 5.5in. were mounted in a similar battery near Tofte village on Osterø.

This battery was dismantled in 1945 and it would appear the spoil, including C.O.W. No. 36, was utilised in the construction of a new pier in Tofte.

Concerning the submarine X1, I have examined both the Ship's Cover and the material in the Submarine Museum at H.M.S. Dolphin and can state that the ex-German auxiliary heavy oil engines in X1 came from U126 and not Deutschland (U155).

Ian A. Grant
Brighton.

Exams at ■ sea

I read with interest ex-CMEM Chamberlain's letter about underwater exams, but would like to take issue on one point concerning O-levels in the Royal Navy.

I took them in spring and summer 1954 at centre 4509/1 (H.M.S. Triumph) and also in R.N.B. at Devonport. This was probably at the very inception of the examinations in the Royal Navy as on each of these occasions I was absolutely alone in the examination halls.

Incidentally, I took HET on board H.M.S. Snipe in the West Indies when she was carrying out gunnery practice. I remember the supply officer telling me that a note would be inserted about the difficult conditions as the firing came from immediately above me.

However, on Service studies generally I found that, being in the Sick Berth branch, I probably had more chance and quieter conditions than many in other branches.

J. H. Brown,
Luton, Beds.

Malaya ■ bell

The Malaya bell (mentioned in the March letters column) was presented to Cdr. H. E. N. Nichols as senior officer Malayan Naval Force at Kuala Lumpur in late 1950 or early 1951.

It was in use at Woodlands Barracks, Singapore, by M.N.F. (later Royal Malayan Navy), when I left R.M.N. in 1954.

F. Robinson,
Southbourne,
Emsworth, Hants.

MOHAWK FLAG MYSTERY

In the picture in Navy News of H.M.S. Mohawk entering Mar Piccolo, Italy, the White Ensign was not flying on her ensign staff.

I would be interested to know the reason. I have asked a few ex-R.N. men and they couldn't tell me.

D. Anderson
Swansea

The plot thickens and the mystery deepens. "The camera's a liar," said the Voice of Mercury. "It couldn't happen." But, plain as plain, there is no ensign on the staff at the back end. Or could it be displayed at the foremast? — Editor.



From February's Navy News.

Royal Oak ■ disaster

Reading about the Royal Oak (January issue) brought back many memories.

I was on board H.M.S. Caledon on the Northern Patrol, returning to our base the day before the Royal Oak sank. I met some of the crew and was told that they had been to fire quarters and had managed to contain the fire.

Next morning, after the sinking, it was suggested that a U-boat had followed us in, but that was impossible. We would have known if a U-boat was below us or behind us.

I would like to suggest another possibility — that a smouldering electric wire had carried on into the magazine, or a spark down a ventilator.

I did see a battleship go down in harbour. It was the Leonardo da Vinci in Taranto Harbour, and that was due to a spark going down a ventilator.

J. R. M. Hess
Stoke-on-Trent.

LETTERS TO THE EDITOR

'Let's axe these tiresome people!'

Ashore in ■ Bandar Abbas

The Bandar Abbas article in Navy News reminded me that during the Second World War, I and 11 other communication ratings (including two Kiwis), with two officers, were drafted to the 700-ton Dutch East Indies mv Tosari for N.C.S. after a ship had been sunk in the Gulf of Hormuz.

During the six months on board we went ashore to Bandar Abbas three times and it was like going back into the ancient world, a unique experience.

E. W. Clark
Hove, Sussex.

How refreshing to see that in future all applications to re-engage will be more closely vetted. But are Their Lordships going far enough? As the Navy has to reduce manpower by April 1, 1978 isn't this an ideal opportunity to take a closer look at those ratings who are undraftable because of Welfare problems etc.?

I'm not suggesting for one moment that everyone with a Welfare case should be given the chop, but those who are known to have a history of financial problems or who have neurotic wives who bleat when they have to do a stint at sea could well be given the opportunity of leaving the Service immediately.

Not only would this remove a considerable work load from the Welfare Services, Drafting authorities, commanding officers and divisional officers, but also their contemporaries would feel they were

getting a fairer crack of the whip, besides ridding the Service of a lot of tiresome people.

Furthermore, why should those ratings applying for fifth or sixth five engagements be treated any differently from those requesting a 14- or 22-year engagement? Surely the criterion should be that of "who is most valuable to the Service."

A captain can have at his table two identical ratings, one requesting to complete time for pension, the other a fifth or sixth five. Under the new

regulations the rating requesting the fifth or sixth five doesn't stand a chance. But with his experience and knowledge he could well be head and shoulders above his opposite number. Does it make sense to discard him?

I personally feel that more "average and below average" ratings should be axed during the 9-22 year period and not be more or less accepted carte blanche. This would still leave a true balance of youth and experience. It would most certainly keep everyone on their toes and complacency would get its just reward.

The Navy should be more selective throughout, keeping only those ratings who serve its cause best. Who knows, it might not then be necessary to discard its tried and trusted servants so indiscriminately.

C. C. Pickstone
CPO Writer

H.M.S. Ark Royal.

The Montague ■ Whaler

After reading Lieut. Bernie Bruen's lament "Farewell to the Montague Whaler" in the March Navy News, I forward photographic evidence that Monty sailing is not completely finished.

I took the pictures during a Sunday afternoon sail in Portsmouth harbour in February this year and the whaler is Lee Ki, from the Daedalus Boat Section at J.S.S.C. Hornet, being crewed by LA Roger Gardiner (Daedalus), REM Clive Vaughan (Aretusa) and REM Kevin Dakin (Dolphin).

The following week-end LA Gardiner, REM Vaughan and I ventured farther afield when we took the Monty across to the Isle of Wight, camping overnight in Cowes in the whaler (no luxury in February, especially as it rained for most of the week-end).

With more clement weather on the way, we hope to make longer trips and pray that the Montague Whaler will still be sailed and enjoyed for years to come.

Pete Gill
CEM1

H.M.S. Dolphin.

Left: CEM1
Gill's
photograph



Oran rugby ■ trophy

Some years ago there came into my possession — bought in a junk shop — a trophy which is inscribed in French commemorating a series of rugby matches played against the French naval garrison at Oran by teams drawn from the crews of four R-class destroyers in December 1921.

The cup has been put to good use, now being the knock-out trophy of the Colorado Rugby Union in the United States.

I am visiting Colorado in May and would like to know the background to the original presentation. It would also be interesting to know where the cup has spent the last 50 years.

Any information would be appreciated.

H. Stuart Harris

Stonings,
10 Old Compton Lane,
Farnham,
Surrey.

Whelp's last ■ voyage

I was saddened to read (January issue) that H.M.S. Whelp had made her final voyage to a South African breaker's yard.

I joined the Whelp as a supply assistant on January 6, 1944, while she was still fitting out in Hawthorn Leslie's yard at Hebburn-on-Tyne. Later her commanding officer, then Cdr. G. A. F. Norfolk, was joined by Prince Philip as first lieutenant.

The Whelp and the Duke of York were, I believe, the first British ships into Tokio Bay at the time of the Japanese surrender, but she never really hit the headlines.

It was my good fortune to be at Portsmouth when the Whelp returned from the Far East in June, 1946. Sporting a sub-lieutenant's stripe I was privileged to enjoy the hospitality of her wardroom.

M. L. Hogg
Penzance.

Pulling ■ power

The cartoon by Smiles (February) brought back memories — he was drawing history.

I was serving in H.M.S. Worcester during her commission "up the Straits" in 1923-26. Mondays were the days for general drill, or evolutions as they were known. On one of these occasions the order was passed to "Shift ship without power."

Whalers from all the 4th Flotilla gathered round the Worcester and towed her to another pair of buoys in Sliema Creek. It took a fair time and, as you can imagine, we "ranted and roared like true British sailors," but the job was done.

A. A. Sewell
Ex-LS LTO.

Harleston,
Norfolk.

History of ■ gunnery

An article in a London evening paper headed "History on the Wall" described the discovery of the history of gunnery in Chatham between 1414 and 1910, written in Gothic script on the wall of a forgotten cellar beneath the local council offices.

The basement was once used by the Royal Marines and Royal Army Ordnance Corps for storing their guns.

E. J. Manuel
(Ex-Chatham rating)
Croydon.

Jarring ■ note

Accompanied by my wife, ex-L/Wren daughter, and serving PO son-in-law, I recently visited the Fleet Air Arm Museum at Yeovilton, having a memorable afternoon. Congratulations are due to all who have worked so hard to assemble and present such a wonderful range of exhibits.

There was, however, one slightly jarring note. At sunset, a lone naval airman ambled over to the flagstaff, snatched down the Ensign, bundled it under his arm like a piece of dhoby, and strolled away apparently indifferent to a traditionally important moment.

D. C. K. Pooler
Crowborough

Had the visitors been near the main flagstaff, they would have seen the full ceremonial carried out. The arrangement is that the ensign at the other flagstaff is taken down in unison, and no doubt, as a result of the reader's letter, it will be a case of "point taken." — Editor

SPLATMAN



CHECK IT! BEFORE YOU DRIVE IT! - DRIVE SAFE!!

BARHAM BLOCK H.M.S. NELSON PORTSMOUTH PO1 3HH

Can we afford all this 'tarting up'?

In view of the economies being regularly enforced upon us and the "Cut Costs" campaign of posters, etc., can we continue the expensive luxury of tarting up our ships to look like pleasure steamers?

I refer to the outmoded practice of "dress ship overall." A signal flag costs between £8 and £13, depending on its complexity. Taking into account replacements, the rigging, and the blocks necessary, it must be costing the Navy in the region of £50,000 annually.

Apart from the sequence of flags, it is not even uniform any longer — some ships dressing centre line, some port, some starboard, and some not at all.

Add to this the time wasted drawing "safe to transmit keys" to get up and rig the things, and we really do have a time-wasting, money-consuming exercise. In the modern Navy, let's leave it at masthead ensigns only.

D. E. Prince
CCY

H.M.S. Devonshire.

PRIVATE WORLD OF THE WOOLLY PULLY

I wonder if someone can answer a question about uniform. Why are we in the Royal Navy not allowed to be seen wearing woolly pullies ashore — apart from in private transport — while Royal Marines can roam the streets looking like privet hedges?

R.N. Hospital,
Plymouth

D. W. O'Sullivan
LMA(O)

The Royals have been in the woolly pully business considerably longer than the Royal Navy. Several years ago they opted to have only one issue of lozats and to regard trousers and khaki woolly pully as an official working rig — wearable in public as well as in establishments and ships.

Meanwhile, the woolly pully has been introduced in the R.N. (which still has two issue uniform suits) as an additional working rig. The rules have been relaxed to allow this to be worn "home to duty" in private transport, but this is unlikely to be relaxed further — on the basis that No.8s or overalls would not be allowed on public transport.

There were some reservations, it is understood, when the Royals first adopted the woolly pully look, but it coincided with a generally more relaxed approach by the public to informal clothes, and little adverse reaction has been voiced. In any case, the Army had been seen wearing khaki woolly pullies in public from an even earlier date.

Woolly pullies — and the question of whether they are acceptable for more widespread wear — have provided a basis for plenty of discussion among sailors, we hear. — Editor.

ASSISTANCE TO AUTHORS

Material is being collected for a history of Lieut-Cdr. S. G. Smith (sometimes known as the Devonport signal bosun), who served in both World Wars as a Communications officer. In conjunction with Lieut-Cdr. Smith's granddaughter, Lieut. A. R. Hulley is assembling the material. Anyone who can help with reminiscences, anecdotes, photographs is asked to contact Lieut. Hulley, c/o Mrs. S. M. Roberts, 4, Huxham Close, Widely, Crowhill, Plymouth PL6 5LH.

In researching a book he is writing, Mr. Ralph G. Dennis, of 3, Ralston Street, Flat 1, London S.W.3, wishes to contact Navy personnel who served in the cruiser H.M.S. Emerald during the summer of 1940.

Mr. E. A. Myall, of 25, West Meade, Milland, Nr. Liphook, Hants, is

researching the operational history of the Sikorsky R4 Hoverfly helicopter with the Fleet Air Arm and would welcome contact with anyone involved with the helicopter between 1945 and 1950, with particular reference to the voyage of H.M.S. Thane between Norfolk, Virginia, to the United Kingdom in late December, 1945, in which she was torpedoed while carrying a cargo of the helicopters.

Mr. G. G. Connell, of 23, Rosebery Gardens, Ealing, London W12 0HD, intends writing the story of the AA units manned from London Division R.N.V.R. during World War II, and the three cruisers in which they served, H.M. ships Coventry, Curlew, and Calcutta, and seeks personal recollections and information from old hands.

The Jerram ■ Committee

In his letter (February issue) referring to the Jerome Committee, Mr. L. A. West may have been referring to the inquiry set up by the Admiralty soon after the First World War under the chairmanship of Admiral Jerram.

His recommendations were widely accepted by their Lordships and published by them, and should be available from the naval records department of H.M.S. Centurion at Gosport.

L.H.B.
(ex-R.N.)

Cornwall.

The Jerome Committee, as mentioned on the Letters page in February, should be the Jerram Committee. I remember it well as it caused my pay as a 3rd writer to go up from 2s. 2d. to 4s. 6d. a day.

One branch put in its "requests" for certain improvements and added, "Nothing less than these will satisfy the aspirations of the — Branch." A real trade union approach which had a shirty response from the Admiralty.

H. Lancaster,
Newcastle, Staffs.

■ 'The Trade'

Ignorance of the expression "The Trade" for the Submarine Service was professed by a correspondent last month, leading to another reader reminding us how Rudyard Kipling used the expression in his 1916 Sea Warfare poem.

In the Navy News Submarine Service 75th anniversary supplement last year some other words on the subject by Kipling were quoted. But even he said that no one knew how the title came to be applied — perhaps it was coined by the Lower Deck, he wrote, "where they always have a proper name for things."

100 years ■ afloat

Does anybody know if the old Warrior is still in existence? For years she was moored in Milford Haven as an oil hulk.

It would be a pity if the world's first iron-hulled armoured warship (as differing from "ironclads", which were iron plated wooden ships) and a contemporary of the ss Great Britain now being restored at Bristol, has been quietly scrapped after being afloat for over 100 years.

If any ship is worthy of restoration, surely it is the Warrior — the real ancestor of our present ships in being a metal fabricated screw-propelled steam ship.

A. A. Burnett Leys
Thurso, Caithness.

Yes, the Warrior still exists at Milford Haven, and is still an oil fuel pontoon belonging to the Ministry of Defence. A watchful eye is kept on her future by the Maritime Trust, and if the ship was ever released by the MOD then no doubt some action would be taken. For full restoration, however, a massive appeal would have to be launched. — Editor

Liverpool's ■ long refit

The letter (February) by Mr. D. K. B. Johnson concerning the lengthy refit of H.M.S. Liverpool interested me since I joined the ship at Rosyth on April 23, 1945. At the time completion of the refit was being pressed ahead as it was intended that she should join the British Pacific Fleet.

It would seem that the earlier delays were caused by lack of equipment with which to fit the ship, particularly weapon control gear, and also by the priority accorded to the refit and repair of escorts for the North Atlantic war.

In the event the Liverpool was completed with due despatch and commissioned on July 24, 1945. Subsequently she sailed for Portland for a brief work-up and then went to Portsmouth.

The Eastern war came to a sudden end and the Liverpool sailed for Greenock. After returning to Portsmouth she went to the Mediterranean in 1945 and joined the 15th Cruiser Squadron, initially as guardship at Naples.

John M. Mabey,
Lieut-Cdr., R.N. (ret.)
Ashley, Near Box,
Corsham, Wilts.

Boy seamen in ■ submarines

Regarding the correspondence on boys in submarines, I seem to remember the complement of the L10 and L17 during the First World War included a boy telegraphist. A Press campaign by "mums" resulted in all boy telegraphists being returned to General Service.

Frank A. Reffell
Stoke, Plymouth.

Review 'splicers'?

When tot time disappeared from the Navy some years ago, it was said that "splicers" would be retained for special occasions.

It was generally felt throughout the Fleet that Princess Anne's wedding would be celebrated by splicing the mainbrace. Surely the Queen's Silver Jubilee Fleet Review is an occasion worthy of celebrating "splicers"?

M. B. Thomas
LRO (G)

H.M.S. Hermes.

Another ■ Jubilee

Seeing the dates for Navy Days in the March edition may I remind readers we have another Jubilee inasmuch as it is 50 years since the first Navy Weeks were held in Portsmouth in 1927.

The popularity of "Britain's Best Bob's Worth" was shown in 1936 when the attendance for the week at the three home ports was 433,239.

No doubt some of your readers would remember the tea dances aboard the aircraft carrier Furious; Jack Hylton's dance band playing on the 16in. turret of the Rodney; The Blue Jacket Volunteer Band; torpedo and depth-charge firing from "V" and "W" destroyers.

G. L. Green

Ealing.

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MAIDSTONE BOWS OUT

It is always a sad sight when a grand old ship leaves on her last voyage...

The Maidstone, an accommodation ship for 2,000 troops since November, 1969, when she first arrived in Northern Ireland, leaves Belfast Docks on her final journey to Rosyth to be scrapped.

Launched in 1938, she started life as a Royal Navy submarine depot ship. Between 1958 and 1962 she was extensively reconstructed as a support ship for nuclear-powered submarines.

During her Northern Ireland years the Maidstone dropped the "H.M.S." prefix and was the responsibility of the Army. A naval party maintained the ship's services.



TALKING SHOP WITH NAAFI

Cheque-ing the facts

Cold comfort greeted the motion on the agenda, "That the 6p fee for cashing cheques be reviewed," but the discussion seemed to suggest that perhaps not all Naafi shop customers understand the facilities which are available.

"I don't have to pay a fee when I pay by cheque at Marks and Sparks," was a point which was readily answered by the statement, "Nor do you pay a fee at Naafi."

At M and S a cheque is the amount of the purchase, but at the Naafi where the cus-

tomers has spent at least £2, he can make out a cheque which will give him up to £5 cash as change. The 6p fee is where only cash is required.

Naafi's reply to the motion was that the cost to Naafi of processing these cheques has increased by 15 per cent since the facility was introduced in 1974, and there was, therefore, a case for increasing the charge, although there was no immediate intention of doing so.

Incidentally, lest there be any misunderstanding, the 6p fee has nothing to do with cheques which bounce. In that event there is a £1 additional fee.

It was a nice thought, Jack

Sailors in the Fleet have been delighted to see their welfare funds boosted through the increase from three per cent to four per cent in the Naafi rebate, but some would have preferred to give the money away.

According to views expressed by rating representatives at the Headquarters Naval Canteen Committee, held at Naafi central office in London, Jack is worried about the rate of pay for canteen staff on board ships.

A figure quoted was that some Naafi staff could be receiving not much more than £45 a week, and living in a mess where the Service rate of pay was approaching £100 a week (to use extreme examples). The feeling among sailors was that while they

welcomed the increased rebate, they would have preferred to see the money used to improve Naafi pay rates.

The main reason why the Naafi people are paid less is that they are not "committed" like the men in uniform, and are able to leave whenever they choose.

Whether the difference in the terms of employment justifies the great variation in pay is, however, academic now because of Government pay policy.

If the Naafi management wished to make changes, they could only do so when wage restraints were lifted.

All the same Jack, it was a nice thought, and much appreciated by the Naafi fellows concerned.

WHAT THEY SAY

Points from the speeches at the Headquarters Naval Canteen Committee meeting included the following—

- Despite financial setbacks, the naval clubs of today are of a very high standard.
- Although it is a legal requirement, some bars fail to display a price list, notably for soft drinks and cordials.
- Service wives speak highly of the Naafi shops, the trade being more akin to the local corner shop in most areas.
- After all the effort by Naafi, the "Wrens only" bar at H.M.S. Drake has had to be closed due to lack of support.
- Surprise at H.M.S. Raleigh over the delay in introducing the new shareen stockings for Wrens (said to be selling well in other units).
- The Raleigh Wrens would like paperbacks on sale in their own shop, because in the main Naafi there are only "Westerns."

JACKPOT

- Installation of the fully-modified Coca Cola machines in ships will begin shortly, the prices reflecting the dearer equipment.
- Of the 77 gaming machines installed under Naafi auspices, 63 now have the £10 jackpot, and the others can be converted if this is desired.
- The average amount added to rebate from each gaming machine reached the figure of £263 a month for the quarter ended October, 1976.
- Progress continues with the provision of coffee bars where there is a genuine requirement.
- Services shops at Pembroke, Collingwood, Nelson and Heron are being converted to self-service, and others are planned.

...and this was a good try!

Sailors, of course, have many other qualities — one of them also associated with generosity in an inverted sort of way.

No doubt many regard gambling machines as fair game, and it did not take long to discover that the change-giving mechanism on one brand of machine could be fiddled to great advantage.

Designers being also gifted with spryness, the modification was quickly incorporated, except at H.M.S. Daedalus, where the cow remained to be milked. A complaint about the contractor's tardiness was put down on the agenda for the Canteen Committee, but the meeting heard that machine had now been rectified. The delay was a matter for regret.

DEARER

That seemed to be the end of the matter... but not quite.

It was pointed out that wardrooms and chiefs' messes, when they hired fruit machines, "went outside" because the Naafi machines were dearer (in certain locations).

Those who did get their machines from Naafi were entitled, therefore, to get a better service.

Naafi management had, however, been off the mark on

this one, and reported that new measures had been incorporated into the system for Portsmouth Command ensuring careful monitoring of all repair calls, and supervision by the contractor's area manager.

There was general agreement that a radical improvement had resulted.

Crying in their beer

The subject of beer is never far from the Canteen Committee agenda, and this time the meeting heard that senior rates "in just about every ship" ask the question, "Why do we have to pay handling charges on keg beer when we do the handling?"

The Manager, Naval Canteen Service, has written a thesis, which may not gain him a doctorate, but it is hoped that it will fully explain how the cost is arrived at. Copies have gone to the presidents of all ship welfare committees.

The idea is that this should be regarded as performing *The Last Rites*, R.I.P.

Back to the personal touch?

Missing the motherly "lady behind the counter" is perhaps more significant than the question of the kind of food available, but the agenda item asked "that consideration be given to Naafi adopting a more flexible food sales policy to allow less emphasis on automatic vending and more on personalised sales."

What the customers would like to see would be pub-type meals — chicken in the basket and the like. The Naafi response was most sympathetic.

For instance, the Pembroke Club now had a personal service snack bar, with various "burgers,"

hotdogs and bacon rolls. It was proposed to extend the range further, following experiments in other locations.

In the soft drinks bar at H.M.S. Raleigh, pizzas and other dishes had been introduced with encouraging results, but a similar experiment at another location was unsuccessful.

"We are adopting a flexible approach," said Naafi, "but because of the cost of equipment and staff we must ensure that we are on the right lines before extending the experiment."

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NAAFI EXCLUSIVELY FOR YOU

Meet the Jetstream



No. 750 Naval Air Squadron, which provides airborne classrooms for students at the R.N. Observer School at R.N. air station Culdrose, this year celebrates its 25th anniversary. Throughout the years the Squadron has soldiered on with the faithful Sea Prince, despite the advent of modern, sophisticated rotary-wing aircraft at Culdrose, which is now Britain's biggest helicopter base.

The Sea Prince first appeared in 1948 and a version was soon in production to meet the Navy's requirement for a "flying classroom." The last of a later communications ver-

sion of the aircraft was delivered to the Navy in September 1953.

Better things are on the way for 750's pilots, however, and in February they were afforded a

glimpse of the future. A twin-engine, turbo-prop Jetstream of Scottish Aviation arrived at Culdrose to enable aircrew to take a close look at, and fly in, the aircraft which is

to be the Navy's new student observer trainer. Twelve Jetstream are due to replace the Sea Prince next year.

With a ceiling of 25,000 feet and a cruising speed of up to 300 m.p.h., the Jetstream contains highly-sophisticated navigational aids which are compatible with those in the Lynx helicopter. One of the advantages of the modern equipment is that the Jetstream will be able to use the civil aircraft routes.

The interior lay-out will enable each Jetstream to fly two pilots, two instructors, and two students at a time — twice as many as the Sea Prince.

On completion of his first demonstration flight, the Squadron's commanding officer, Lieut.-Cdr. Neville Featherstone, said that comparing the Jetstream with the Sea Prince was like comparing a Jaguar car with a First World War tank!

The first deck landings on a ship at sea — H.M.S. Birmingham — by a production R.N. Lynx helicopter took place in February. The helicopter from 700L Squadron based at the R.N. air station Yeovilton was piloted by the squadron's commanding officer, Lieut.-Cdr. Geoff Cavalier. His co-pilot was Lieut.-Cdr. Colin Hague.

Picture: PQ(Phot) Les Warr

The joint Anglo-Dutch squadron carries out intensive flying trials on the Lynx, which is due to enter front-line service with the Royal Navy in September. The Lynx line-up below features two helicopters in the colours of the Royal Navy and two in the livery of the Royal Netherlands Navy.

Picture: LA(Phot) L. A. McKenzie

FULMAR'S 'DOUBLE DOUBLE'



Cdr. Geoff Maltby, senior naval officer at R.A.F. Lossiemouth (formerly the R.N. air station Lossiemouth, H.M.S. Fulmar) was seeing double when he presented good conduct badges to LREM Michael Millard and REM Allan Millard, twin brothers who were born in Bridgnorth in 1951.

Since joining the Royal Navy at H.M.S. Ganges in August 1966 the brothers have spent most of their Service careers together. They are now with 849 Naval Air Squadron and have both served at sea with 849 B Flight.

They have nearly completed a decade of maintenance on Gannet aircraft, with which they were first associated at R.N. air station Brawdy (H.M.S. Goldcrest) in 1968.

As well as the "double double" featuring the Millard twins, 849 Squadron — which is this year celebrating its silver jubilee of airborne

early warning — is proud of a "double triple" achievement. It concerns Lieutenants Hugh Slade, Greg Browne and Bill Covington, who started operational flying training together in 849 Squadron and all flew solo in the Gannet on the same day.

To make this even more newsworthy, they point out that this was a repeat of last year's performance when they went solo in the Bulldog at R.A.F. Leeming. The pilots are pictured below with their instructors, Flight Lieut. Trevor Jackson and Lieut.-Cdr. John Lamb.

Footnote: H.M.S. Fulmar last appeared in the Navy List in the autumn 1972 edition, but the R.N. unit at R.A.F. Lossiemouth has special permission to use the name so ratings still wear H.M.S. Fulmar cap tallies.

...AND 'DOUBLE TRIPLE'



All part of the service!

Following last month's story and picture featuring a Sea King with an underslung Wasp helicopter, here's another example of the "get-you-home service" provided by the Royal Navy! It comes from 89 Naval Air Squadron, which is based at Prestwick Airport in Ayrshire.

The underslung load in this case is a rather battered Jet Ranger which had crash-landed on Loch Long. Fortunately for the pilot, ex-Navy flier John Poland, the loch was frozen at the time and the ice was thick enough to bear the weight of the helicopter.

Taking advantage of a break in the bad weather, Lieut. John Dransfield and Sub-Lieut. Larry Kin rushed to the rescue in Sea King 305 and successfully retrieved the Jet Ranger.

Other members of 89 Squadron, including the commanding officer, Lieut.-Cdr. Mike Maddox, braved the elements on another occasion during an adventurous training and survival exercise in temperatures down to minus 2 degrees Centigrade. It was so cold that the engine of the exped Land Rover froze up, but the aircrew are made of sterner stuff and lived to fly another day!



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TWO PAGES...

Advice for house-owners

The following tips to house-owners are offered this month:

Capital Gains Tax

When calculating the Capital Gains Tax payable on disposal of a property, the Inland Revenue will allow to be offset against the gain the cost of improvements. This does not include repairs.

In many cases Capital Gains Tax is not payable, but you are advised to retain all details and receipts of expenditure you incur in making improvements to your home.

Insurance

Inquiries by M.O.D.(N) have revealed that insurance is obtainable by private house owners who, on letting their homes, wish to be indemnified up to £2,500 for the extra expenses incurred as a result of the property being occupied by "squatters."

In this context "squatters" are deemed to be any persons who remain in the property after termination of their agreement, but this does not cover persons who obtain entry into and remain in the property without the consent of the owner.

The premium required for this type and level of indemnity would be about £20 per annum and a proportionately lower premium and indemnity may be available.

The extra expenses would cover alternative accommodation, legal fees and costs incurred in removal of "squatters," provided legal action is taken immediately the tenants refuse to vacate.

Pancakes raise £74

Over £74 raised by a "pancake" coffee morning organized by Torpoint branch R.N. Wives Association will go to the R.N. Benevolent Trust and Cornwall After-Care Home for Cancer Patients.

Wives were among those who took part in the annual pancake race in H.M.S. Pembroke, where the event was watched by sailors, families and friends. Winners were: Ladies, Wren Junior ratings; men, Regulating staff; mixed team, Wardroom staff.

Thanks from SSAFA wife

Writing from Braintree in Essex, a women reader says she recently had to claim from SSAFA and would like to thank all members of the Navy who contribute to their funds. "Without this money I would not have managed, so thank you," she writes.

"Dogs v. no dogs" forms a controversy which plagues the land, a glance at many local newspapers providing ample evidence that there is absolutely no solution.

No solution, that is, which would please everybody, and so it falls to administrators who find themselves "the meat in the sandwich" to impose rules which seem to be a reasonable compromise.

A naval wife writes from Chatham to say she has to move to Portsmouth "and I am now informed that I cannot take my dog because of some ruling recently made by some dog-hater."

"Does he realise the heartache and suffering that will go on as each family has to part with its pet dog? Does anyone pause to

think about the dog, which may be pining away for its lost family?"

"I may be fighting a losing battle, but fight I certainly will. Has the Navy stopped caring for their families as a whole? I would be interested to hear from any other family going through this problem. Maybe together we can fight it."

"Something has got to be done before the non-caring families just abandon their dogs, or have them put down for no other reason."

Complaints

Navy News has printed the letter fully, in order to underline the highly-emotional nature of this issue, causing this reader, in her state of upset, to make statements which are less than fair to the married quarters staff.

Perhaps she would imagine that the Command Married Quarters Officer is a dog-hater, where in fact he is a dog owner — not that

this matters one way or another in the administration of married quarters.

If the reader wants "a fight" there would be no difficulty about that, in view of the chorus of complaints against dogs, especially from the mothers of young children.

In an effort to placate both sides, the ruling is that dogs may be kept where there are suitable facilities (a back enclosed garden), and may not be kept in high-rise development or open plan areas.

The niggles, of course, is that only the older properties have the gardens regarded as suitable.

Whenever a ruling has to be made about dogs, the Authority concerned is "in for a hiding," but the Navy has tried to achieve the greatest good for the greatest number.

In the continuing argument, one section of families will never persuade a change of view in the other, but if any readers have

WIVES MEET TOP NURSE

Rosyth naval wives met the TV Nationwide Nurse of the Year, Mrs. Margaret Height, when she attended one of their weekly socials and gave an interesting talk on geriatric nursing. Mrs. Height works at the Royal Victoria Hospital, Edinburgh.



Problems of being a dog-owner

constructive criticism to offer, then Navy News would be pleased to hear from them. But please, NOT just attacks.

ON THE AIR WAVES: 1

Radio Victory at Portsmouth has started a new naval magazine programme, which now goes out on Saturdays at 2 p.m. Serious and amusing items about the Navy are welcome.

Presenter of the programme is Rosie Mumford, who can be contacted at Radio Victory, P.O. Box 257, Portsmouth, or on Portsmouth 27799.

ON THE AIR WAVES: 2



H.M.S. Drake played hosts to wives, families and friends who were recording personal messages and choosing music for a "Call from Home" programme for those on board H.M. ships Euryalus, Ariadne, Antelope, Danae and Churchill. A week later another recording session took place in H.M.S. Vernon, to accommodate those living in the Portsmouth area.

There is much enjoyment in the making of these recordings — right down to the very youngest uttering their first gurgles — and the result is a "call from home" on a personal basis much appreciated by the recipients.

Those wishing to take part in the service, available to nominated ships on long deployment, should send names and addresses of their families and friends to M.O.D. (Navy), D.G.N.P.S.(3), who arrange the

date and venue of the recordings in liaison with the British Forces Broadcasting Service.

The messages and music are recorded by B.F.B.S. and the tapes sent to the ships. People living too far away to attend personal recordings are invited to send in a message and choice of music to be recorded on their behalf.

Recordings have taken place at Plymouth, Portsmouth, Chatham, Rosyth and Newcastle, and normally each ship is required to submit at least nine names from any one area to make the recording worthwhile.

● Picture: A B.F.B.S. recording team visits Devonport to record interviews with wives and families of men away with a Royal Navy task force visiting the West Indies, America, and Africa. Being interviewed is Mrs. Maureen Brown (centre), whose husband AB Tom Brown is serving in H.M.S. Euryalus.

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Furnishing a few details . . .

"Faceless men," looking remarkably like ordinary human beings, offered themselves in confrontation with Service wives at two meetings held on the naval married quarters estate at Rowner, Gosport.

The fellows "from the Ministry" were there to seek opinions on future loose covers and gingham, and before audiences of unabashed experts from the Navy and Army, they began by frankly admitting that choice in the past had "not been to everybody's liking."

Now it was all different, and wives were being extensively involved in the selection process, starting from a basis of colour compatibility (and taking account of existing colour ranges).

Out of hundreds of patterns, a preliminary selection had been made, the final vote being at four meetings — two at Rowner, one at Aldershot, and the other at Plymouth.

Wives were able to examine the display of loose covers, and gingham for kitchen and bathroom curtains, with the object of arriving at a final choice of six loose-cover materials and from four to six gingham.

Too thin

They noted their choices, filled in the pieces of paper, and then returned for a free-for-all meeting with the organisers. Some lively opinions ensued.

"The gingham colours are all right, but the material is much too thin. Why not have some plain curtains to offset the smallness of kitchens and bathrooms. Floral patterns look silly in the loo. You can always tell Army quarters by the gingham curtains. Why have gingham at all?"

The audience wanted to know why they couldn't have fitted carpets, why not carpet tiles, why couldn't they cut carpets which were perpetually "turned under" because they were too big, why did they have underfelt which made ridges and caused excessive wear, and why were they kept waiting for articles of furniture which they could buy at a disposals sale?

Baffled

Patiently the platform rode the punches which they could see coming, or occasionally wore baffled expressions as the revelations unfolded.

Then came the inevitable "when."

After all the selection process had been completed, when would the wives be able to enjoy the new patterns?

Said the men from the Ministry: "The processes will take a little time, and it will probably be around the end of the year before the new patterns are generally available."

Even then, of course, materials could only be replaced when the existing ones became unserviceable.

Cheerful

However, the wives were obviously not unacquainted with reality and appeared reasonably cheerful that officialdom was genuinely noticing their existence.

In the future, a new range of carpets (also wife compiled) is to be produced, and thereafter a look will be taken at bedspreads, and wall colours and finishes, to complete a fully co-ordinated system of interior decoration for living quarters, to make them progressively more attractive.

HOME-SWOP REGISTER PLAN BY WIFE

When a naval family in their own home have to transfer temporarily to another area, a perfect solution would be to locate another family keen to swop for exactly the required period. But who has the magic lamp able to produce the grateful partners in the arrangement?

No wizardry is claimed by a Navy News reader who has written to the Editor on the subject, but she does believe that the possibility of an organization is well worth exploring, and she is keen to try to get it going.

Mrs. D.G., c/o Navy News, H.M.S. Nelson, Portsmouth, said in her letter that the idea came to her after returning to their house on the termination of a four-year let.

LUCKY

"The latest tenants had ruined four mattresses and a carpet," she said. "The central heating was not functioning properly, the telephone was out of order, and the house needed cleaning from top to toe."

"The estate agents seemed to think

we were lucky to get away so lightly, and more than lucky to be able to get back into our house, even though the lease had expired.

"Our total compensation for an approximated £300 of damage was £1.68 — and to think we were the lucky ones!"

Mrs. D.G.'s idea is to set up a Home Exchange Register (HER to give it that modern image), for owners with homes within a 15-mile radius of the main naval bases, and who wish to move temporarily.

She would be prepared to run it from her home. Families wishing to exchange houses would write to her, giving (1) details of their property, (2) the area to which they would wish to move, (3) the length of time required for the exchange.

Families would then be "matched up" — or perhaps given a list from which to make the most convenient choice.

Once a satisfactory swop appeared possible, Mrs. D.G. emphasizes that the parties would have to get legal contracts drawn up.

"My feeling is that families will care for property knowing that their own was being treated with regard," added Mrs. D.G.

Navy News is pleased to give publicity to the HER plan, and would be interested to hear of any developments, but must stress that the newspaper can accept no responsibility of any kind should any deals result.

Wives' cash for trust



The sum of £50 is handed to Capt. Anthony Tippet, Captain of H.M.S. Pembroke, for the R.N. and R.M. Nore Children's Trust, which provides financial help in the education of the orphaned children of Service ratings.

Most of the money was raised by the Dargets Wood, Walderslade, branch of the R.N. Wives' Association, but contributions also came from St Mary's, Brompton, branch, and other Service wives.

The money was handed over by Mrs. Shears, wife of Cdr. C. W. S. Shears, the base supply officer at Chatham, and Mrs. Maureen Bryne (left), treasurer of the Dargets Wood R.N. Wives' Association.

Photo: PO(Phot) John Sinclair

When 1st Weston Brownie pack of Portland — some of them from naval families — asked if there was anything they could polish for the Navy at R.N. air station Portland they landed themselves quite a job. A Wessex V of 772 (Search and Rescue) Squadron was due for its weekly polish, so the Brownies were given the job, the first major task for

A SHINING EXAMPLE!

the pack in the Dorset Brownie "Jubilee Sparkle" venture.

Photo: CPO(Phot) Charles H. Thompson



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When tragedy strikes

When tragedy strikes in the Royal Navy, there is an immediate response by the Service to seek out next-of-kin, no matter what the difficulties, in order to break the news before it is seen in the papers, or heard on the television.

Everything possible is done to ensure that help is on hand where needed, but one of the first questions can often produce the reply which adds to the sadness of the situation.

"Was your husband a member of the Royal Navy and Royal Marines Dependents' Fund ...?"

According to the answer, depends the instant availability of £1,000 for a bereaved family.

The cost is very small. Do please give it a thought.

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will be on sale exclusively from the H.M.S. Victory Souvenir Shop from 1st June, 1977 price 50p. This beautifully produced 32-page 11½in. by 8½in. book with an 8-page gatefold showing the Review Anchorage at Spithead, the Official Timetable of Events, List of Ships and Aircraft (Squadrons) taking part also contains articles and pictorial on Warships of the Royal Navy today. History and role of the Submarine Service, Fleet Air Arm, Royal Marines, Hydrographic Department, Women's Royal Naval Service, Royal Fleet Auxiliary and a history of Fleet Reviews at Spithead.

Copies (75p including postage) available worldwide. Orders must be accompanied by cheque/postal order (payable to H.M.S. Victory Shop Fund) to the Manager, Souvenir Shop, H.M.S. Victory, Portsmouth.

Please order early — we have limited stocks only.



A W.R.N.S. fleet analysis officer checks a camera before a firing exercise at sea.

A TRIBUTE TO SERVICE WOMEN

Many a Wren, thumbing her way through the pages of "Service Women," and reading the Navy section, may well wonder whether the story is about the outfit in which she is serving.

To start with, the authoress is Chief Officer Vivienne Reynolds, and to attain that status you have to be quite a special girl. Add to that the possibilities of being in Malta, Cyprus, and other exotic spots overseas, and serving at home at lively R.N. air stations, and the picture is probably more rosy-hued than many of today's maid matelots would recognise.

But the betting is that Viv's contribution will still be avidly read as an entertaining account,

reflecting the difficulties, rewards, opportunities and companionship awaiting today's entrants.

The book has been published by Educational Explorers Ltd. (price £2.95) as a tribute to the three women's Services in their jubilee year. W.R.A.C. and W.R.A.F. sections are by Elizabeth Saxon and Helen Renton, the three giving frank, informal, and personal versions of Service life as it has been to them, offering guidelines for career choice.

Admiral of the Fleet Sir Peter Hill Norton commends the book in a foreword which mentions that since women have become an integral part of the three Services, the publication is a logical follow-on from "All the Queen's Men", in the same series.

ABOUT BOOKS

Scholarly step along the well-worn path from Trafalgar

A man at the topmast-head of H.M.S. Revenge called out, "A sail on the starboard bow," and from that moment on October 21, 1805, began a chain of events which raised Britain to the pinnacle of her sea power, lost her a hero, and set Napoleon's feet on the way to exile.

It also started a stream of written words which has continued unabated, the latest contribution being "The Battle of Trafalgar," by Geoffrey Bennett, published by Batsford (price £5.95).

At this time of women's lib. comes renewed acquaintance with the young French woman Jeanette, stowaway in her husband's ship, who in a state of complete nakedness (another account says "dressed like a youth") was rescued from a watery grave by a boat from H.M.S. Pickle. The British having been long at sea, it was not surprising that a lieutenant should describe Jeanette as "a very interesting young woman," the tale ending happily with reunion to her prisoner - of - war husband.

On the British side, the females of the battle included a petty officer's wife, "a very big woman, who as fast as the unfortunate wounded had their amputations, lifted them off the table bodily in her arms and bore them off as if they were children, to their temporary berths elsewhere."

Perhaps one day a book will be written about "the ladies of Trafalgar," but in the meantime Captain Bennett's work is the authoritative and scholarly offering of a naval historian who is an expert on the Napoleonic period.

HIGH DRAMA

Penned from the results of intensive research, the book maintains the high sense of drama and descriptive flair for popular reading, as well as a comprehensive reference for the student of military affairs. Ample illustrations by way of plans and diagrams aid the text, which includes extensive quotations from contemporary sources.

The regular Trafalgarian reader finds himself taken not unwillingly along a well-worn path, while the newcomer (or those who merely think they know all about Trafalgar) could do no better than have a measure of Nelsonian education with this exciting and skilled product.

Source book for students

"A Source Book of Twentieth-Century Warships," by Michael Janitch, gives a general outline of the five main categories of surface vessel, namely capital ships, aircraft carriers, cruisers, destroyers and escorts, produced by the world's major shipbuilding countries.

In this addition to the Ward Lock "Source Book" series, Mr. Janitch traces the refinements and innovations in naval architecture, brought about by two world wars, providing a source of reference for students of naval history.

ALLIED AND AXIS SUBMARINES

Two further booklets in the Macdonald and Jane's "Fact File" series on the Second World War are now available — both by Anthony J. Watts, and priced at £1.75 each. One is "Allied Submarines," and the other "Axis Submarines," giving technical data and generous illustration.

Secret, secret: Read all about it!

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At the beginning of the war, why did British intelligence fail to provide vital information for the Royal Navy, when they seemed to be aware if the German army and air force had a change of beer? Innermost secrets are now being revealed and one

book has certainly suggested that the Admiralty were too stuffy to make use of the knowledge being gleaned.

However, a more balanced picture is now available through Patrick Beesly's "Very Special Intelligence," telling the story of the Royal Navy's Operational Intelligence Centre (OIC) from 1939 to 1945.

Profiting from the experience with the famous Room 40 OB of the First World War, OIC was in readiness in 1939. But the information did not come. The wizards of Bletchley Park could not initially crack the German naval codes (the Germans did well with ours), the direction-finding network of stations was far from complete, and aerial reconnaissance was notable for its absence.

Among the best of agents' reports were those from a black-market dealer in silk stockings with a contact in the German Post Office, who from time to time gave mailing addresses for certain ships.

This was the kind of woeful basis on which, for the first 12 months of the war, OIC had to scratch a way into the German moves and thinking, until the British organization at last achieved success in 1941. The stream of information began to flow. OIC was really in business.

MIND READERS

Each side was monitoring the signals of the other to an unbelievable degree, but delays of as long as days could take place while the decrypting experts got to work, with the result that secrets were often revealed too late to be of operational value.

The author, who himself served in OIC, gives an absorbing new insight into the pursuit of the Bismarck, the escape of the Scharnhorst and Gneisenau through the Channel, and the calamity of Convoy PQ 17.



"The intelligence officers de luxe of all time," Vice-Admiral Sir Norman (Ned) Denning (top, left) and Rodger Winn, barrister and war-time captain — the key personalities in the Navy's Operational Intelligence Centre (OIC). It was Winn who developed the art of U-boat tracking, but both of them, and their staff, made a vital contribution to the winning of the war.

Vice-Admiral Denning was a "pusser" and, against "executive" opposition, Admiral of the Fleet Earl Mountbatten was instrumental in getting him appointed as Director of Naval Intelligence — "one of the finest DNIs the Navy has ever had."



Brilliant and dedicated men watched the enemy moves, becoming adept at reading their minds, and playing a major part, for instance, in the defeat of the U-boats.

It is said that "If Napoleon had not dined off fried onions on the night before Waterloo, he would have won the battle." In the case of the Second World War, it is fascinating to play at "If", but there can be no question that

without OIC and the magic of Bletchley Park, the result could have been very different.

Generally speaking, war disclosures have such an element of blunder and boob that it is cheering to learn that OIC operated with a minimum of idiocy. When it came to a crunch, they usually got the top-level backing they sought.

"Very Special Intelligence" is published by Hamish Hamilton, price £5.95.

SOME RE-ISSUES . . .

Two well-known books are among the latest re-issues by White Lion publishers.

"The Phantom Fleet," by A. Cecil Hampshire, describes the remarkable dummy section of the Royal Navy in the Second World War. With wood-and-canvas superstructures, wooden guns, and fireworks to give off puffs of black smoke, they bamboozled the enemy into believing they were major fighting ships. The best known was probably the old Centurion disguised as the newest battleship Anson.

"Shark Attack," by H. David Baldrige, was first published only a year ago, and makes compelling reading after the film success of "Jaws." The officer-scientist author has based his work on an analysis of the 1,600 accounts of shark attack on man, compiled by the Smithsonian Institute of Washington.

Master of the "Heave ho me hearties" stuff, Dudley Pope swashbuckles through another of his sailing Navy novels,

"Ramage's Mutiny," Published by the Alison Press (price £3.90). This Caribbean adventure has all the Nelsonian tang of bluff and broadsides, with murder, treason and loyalty thrown in for good measure.

"Destroyers Will Rendezvous," by Jamieson Brown, is a White Lion re-issue (price £3.50). The author, who himself served in destroyers, is able to give an authentic background to his fiction.

Douglas Reeman's novel "Winged Escort," based on the escort carriers of the Second World War, is now available as an Arrow paperback.

A really important book, and very well informed.
A.J.P. TAYLOR

Very Special Intelligence

THE STORY OF THE
ADMIRALTY'S OPERATIONAL
INTELLIGENCE CENTRE
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The sinking of the Khedive Ismail

Our review of the book "Fighting Destroyer — the Story of H.M.S. Petard," by G. G. Connell, aroused great interest in Navy News readers who were present at the sinking of the troopship Khedive Ismail in the Indian Ocean in 1944.

The Petard, with H.M.S. Paladin and the cruiser H.M.S. Hawkins, were escorting the troop convoy when the Khedive Ismail was sunk by a Japanese submarine. Survivors, including members of the W.R.N.S. and nurses, were picked up by the Paladin and after a long bombardment of depth charges and torpedoes the submarine was eventually destroyed.

Mr. R. B. Vick, of North Cornelly, near Bridgend, who was a petty officer in H.M.S. Paladin at the time of the battle, writes: "Action stations sounded in the afternoon. By the time I reached my station on the pom-pom deck the troop ship had sunk. I could see survivors about a mile on our port side and H.M.S. Petard was also on our port side, the other side of the survivors."

"We then had a sounding on our Asdic ahead of us. We carried on and dropped a pattern of charges. Directly afterwards we had orders to pick up survivors. We turned back, lowered our motor-boat over the side near the survivors and began to pick them up from the motor-boat and up our scrambling net."

COLLISION COURSE

Then the submarine surfaced at an angle of 45 degrees, possibly damaged by the depth charges, and with guns firing. As the last survivors had been picked up, the Paladin headed for the submarine on a collision course. An order came from the Petard not to ram. "As we veered off, the sub's conning tower smashed our whaler, which was half lowered on its davits, and the hydroplane ripped our side open as we slid past. The Japs were still trying to get to their forward gun and were being picked off by our pom-poms and Oerlikons."

"We started to sink. We continued firing with our short-range weapons, but by this time there was no sign of life on the sub. We now had only 1ft. of freeboard aft and we tried our best to lighten ship. The Petard, having made no effect with her 4in. gun, fired her last torpedo, which hit the sub, which by now was stationary."

"Survivors from the Khedive Ismail were transferred from us



H.M.S. Petard — Fighting Destroyer. Jacket design by Roger Phillips.

to the Petard and the Hawkins. Due to our efforts the sub was accredited to us."

BROKEN LEG

One of the 199 survivors was Mr. P. Crabb, of Bristol, who was asleep in the PO's mess when the troopship was torpedoed. "Immediately she listed over everyone made a dash for the companionway, except yours truly and PO Harper. We both made for the two ports which were open."

"I remember scrambling through and hobbling down the ship's side (he was already recovering from a broken leg), stepping over the rolling chock and diving into the sea. By the time I surfaced the ship had gone."

"I swam to a green smoke canister some 30 yards away. Hanging on to this I looked about me; there were several survivors either swimming or hanging on to whatever floated."

"The convoy had dispersed by this time and it seemed we were left to our own devices. Some 200 yards away were two lifeboats from the ship, one upside down. Survivors were all making for

them so I decided to do the same. I'm almost certain the submarine passed under us as there was quite a turbulence of water and a wake left behind."

"This was the scene when the Petard and Paladin arrived at high speed. The sub must have been picked up on the Asdic because they started depth-charging some 300 yards away. I distinctly remember one charge from the thrower exploding just above the surface of the sea. It's a very strange experience to feel the shock waves coming through the

water and the almighty thump in the stomach."

The survivors were eventually picked up. They included three nursing sisters, two Wrens and one South African A.T.S. — all that was left of their contingents.

'MISLEADING'

Another survivor was Mr. W. R. Howard, of St Albans, Herts, a leading signalman loaned from H.M.S. Hawkins, with other

signalmen, to the Khedive Ismail for the duration of the convoy. "The account of this incident written by G. G. Connell is broadly correct, bearing in mind I was not on board H.M.S. Petard, but some parts are very misleading to the reader," he writes.

"Firstly, I believe the account of depth-charging of survivors is a little over-dramatised — certainly the depth-charging was

very close, but from my viewpoint did not endanger life to the bulk of the survivors and I do not recall hearing of any injury from depth charge explosions."

"Secondly, I was rather annoyed to read on Page 248 of the book that the girls who were saved all owed their lives to men from the Paladin who risked death from paralysing crashes of depth charges when they dived to the rescue into the oil-fouled sea ... and could not be separated from their rescuers ..."

SAD ENDING

"In no way do I wish to detract from the bravery of the captain and crew of the Paladin in their actions; the men certainly helped get survivors up the nets and in board when she stopped for rescue operations while the submarine was under the surface nearby. I would point out, however, that of the two Wren survivors one was rescued from below decks of the Khedive Ismail by me, and we were picked up from an upturned lifeboat by the Paladin. The Wrens refused to leave me until we boarded H.M.S. Hawkins at Addu Atoll."

"A sad end to the story was that Wren Nora Munro died about four years later, her death connected with the incident."

Mr. Howard adds: "The author appears to create an adverse view of the action taken by H.M.S. Hawkins and I would remind him that this ship lost all the other signalmen who had been transferred to the Khedive Ismail. The main task of the Hawkins was, of course, the safety of the remaining ship in the convoy."

A question of time ...

Two readers have written with slightly differing views of the actual time of the sinking of the Khedive Ismail after a February correspondent, R. Lumley, stated it to be 0905 on February 12, 1944.

Mr. R. A. Stuart, of Taunton supports author G. G. Connell's record that the ship went down at 1438 and the 127 at 1755.

"I was in the Petard at the time and my diary confirms this," he writes.

Mr. M. C. Mantell, of Southsea, writes: "I was serving in H.M.S. Hawkins at the time of this action and I claim that the time of her sinking was around noon and not 0905 as R. Lumley claims."

"After spending a very hot forenoon watch in the forward engine room I proceeded to the upper deck for a breather before going to lunch. It was then I witnessed her sinking."



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WASP ON
FISHERY PATROL

ENDURANCE



LYNX



'TEETH ARE STILL SHARP'

DEFENCE WHITE PAPER



"The Royal Navy's nuclear-powered Fleet submarine programme continues..." Pictured here leaving Faslane is the nuclear-powered Fleet submarine H.M.S. Churchill.

Launched in 1968 and completed two years later, she is conventionally armed with homing torpedoes and can be used against other submarines or surface vessels. She is capable of continuous patrols at high underwater speed, independent of base support and can circumnavigate the world without surfacing.

NEXT TIME YOU SIT DOWN TO FISH FINGERS



spare a thought for the twins

They lost their mother. And their father, a trawlerman, must spend most of his life at sea.

Without the care of KGFS, the children might well have run wild, might have gone hungry, might have come to look upon just one fish finger as the ultimate in luxury.

KGFS isn't just a single charity, looking after a single type of sailor. It supports homes for children and for the aged or infirm, and helps finance a whole group of charities that look after all seafarers in every way that's needed. Seafarers and their families who don't fare so well, because they're

injured, widowed, out of a job, mentally sick or dead.

This isn't just another plea from just another charity. We look after the people who protect us all and the people who provide us with an important part of our staple diet. Surely that's a worthwhile cause if ever there was one.

Next time you sit down to fish, whether it's with chips or sauteed in butter, spare a thought for the twins and the many children like them.

Then spare something more.

KGFS

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THE FUND FOR CHARITIES THAT SUPPORT
SEAFARERS IN NEED AND THEIR FAMILIES



The "teeth" of the Armed Forces will not be blunted, despite economies, according to the Defence White Paper and statements by the Defence Secretary, Mr Fred Mulley.

"In order to maintain, and where possible enhance, the fighting capability of the services, equipment, spares, and research and development now take 37 per cent of the defence budget," says the White Paper, which goes on to state that the Royal Navy's nuclear-powered Fleet submarine programme continues, and it is planned to place an order for the first of the improved Swiftsure class this year.

Surface warships of five new classes are under construction, namely the anti-submarine cruiser, the Type 42 destroyer, the Type 21 and Type 22 frigates and the Hunt-class mine countermeasures vessel.

To complement these new ship classes, the Navy's re-equipment programme includes the Sea Harrier aircraft and guided weapons systems such as the Sea Dart and Seawolf.

It is conceded, however, that the Navy's fuel cut will result in some effects on training. The reduction, while not fundamentally affecting operational capability, will reduce operational flexibility.

As already announced, it has been decided to forego improvements to the Ikara anti-submarine missile system, representing a reduction on the Royal Navy's planned anti-submarine warfare capability, but not the loss of a distinct element of that capability which Ikara will still provide.

Apart from the continuing availability of Ikara, the Lynx light helicopters which are to be carried in the Royal Navy's destroyers and frigates will be able to deploy the advanced lightweight torpedo (currently under development) or the longer ranges which would have been possible with an improved Ikara.

Swift-action plan to safeguard rigs

Contingency plans exist, according to the Defence White Paper, for rapid response to terrorist incidents and accidents involving offshore oil and gas installations. Royal Navy ships, aircraft of the Royal Navy and Royal Air Force, elements of the Royal Marines, explosive ordnance disposal teams and long-range helicopter lift, can all be swiftly alerted.

Discussions are taking place with other countries having North Sea interests, to consider international co-operation.

Following the extension of United Kingdom fishery limits, the task of the Fishery Protection Squadron has expanded considerably. The new task offshore will be increasingly carried out by vessels of the Island class as they enter operational service, the shortfall in the meantime being made good by frigates.

Other items in the Defence White Paper include the following —

- Sea Harriers will be shore-based at R.N. air station Yeovilton in three squadrons, two-thirds of the pilots coming from the R.N. and the balance from the R.A.F.

- The future military use of hovercraft is still to be evaluated.

- After launching in May, the building of H.M.S. Invincible is expected to continue on schedule.

- No decision has been taken on the future of H.M.S. Endurance after she returns to the U.K. in May, but the future of the Royal Marines detachment in the Falkland Islands is not determined by continuance in service of the ship. There are other ways of supporting the detachment.

- Lower recruiting figures are due to reduced requirements by the Royal Navy and Army. Wastage is less, and there is also the need to keep down numbers to the levels planned for 1979.

- While there are still shortages of Service married quarters in some areas, the general position is that large numbers have been falling vacant. It has been possible to declare 2,400 as surplus in the last 12 months.

LEANDER FIRING IKARA



JERSEY ON OIL RIG PATROL

TWO COOKERY PRIZES FOR PORTSMOUTH AREA

Sultan and Vernon tops

Two Portsmouth area establishments won the top prizes in the Royal Navy's U.K. cookery competition for 1976. H.M.S. Sultan won the general mess category, and H.M.S. Vernon the wardroom competition.

Another award for Vernon was a Cookery and Food Association gold medal, presented for the highest percentage of marks earned. Sultan was nominated for a silver medal and H.M.S. Cambridge for a bronze.

H.M.S. Cambridge cooks were runners-up to Sultan in the general mess competition, and H.M.S. Pembroke's were second in the wardroom judging.

Judges commented on the

high standard of craft and culinary skill displayed by all the finalists. Particular note was made of the enthusiasm and support of those who took part, whether in the cooking or galley and dining hall presentation.



About to receive a Cookery and Food Association gold medal from the organization's national chairman, Mr. John Gregson, is POCK Mike McGarry, of H.M.S. Vernon. Already in POCK McGarry's hands is the trophy presented to Vernon for winning the wardroom category in the 1976 U.K. Catering Competition. At the time of the competition the Vernon wardroom galley was run by CPOCK Robertson, now drafted to H.M.S. Devonshire, and POCK McGarry.

READY FOR THE PORTLAND RACE?



As an equestrian, Flag Officer Sea Training, Rear-Admiral G. I. Pritchard, was delighted to be greeted by a "horse" on the quarter deck of H.M.S. Hermes when he visited the anti-submarine carrier at Portland.

Rear-Admiral Pritchard met the friendly horse after inspecting his guard and ship's company divisions in the hangar when the Hermes was undergoing Basic Operational Sea Trials.

The horse, presented to Rear-Admiral Pritchard by "head groom" SA Rankin, was basking in the glory of winning the Hermes Fancy Dress Steeplechase at a horse-racing evening held in the hangar.

Rear-Admiral Pritchard, in his previous appointment as Captain of the School of Maritime Operations at H.M.S. Dryad, appeared at Divisions on a horse.

Rear-Admiral Pritchard paid another visit to the Hermes when he accompanied the Commander-in-Chief Fleet, Admiral Sir John Trencher, on an operational visit to the carrier. Also present was the Captain of the Fleet, Capt. S. A. Stuart.

During the Basic Operational Sea Trials, 707 Squadron, the Commando Training Squadron from R.N. air station Yeovilton — which does not normally go to sea

— joined the Hermes for three days.

Flying work-up was helped by the squadron's extra helicopters, intensifying flight deck landings and operations, and trainee pilots were given extra experience.

Another visitor to the Hermes was Lieut.-Cdr. Michael Thompson R.N.R., a chief engineer with a commercial shipping company, who helped junior watchkeepers during his two weeks' training and stood in for the senior engineer, Lieut.-Cdr. Norrie McNaughton, for a short time.

Lyness sales tour

R.F.A. Lyness, a stores support ship, has been turned into a floating exhibition centre for a multi-million pound sales tour of the Far East. Represented on board for the three-month tour are 60 British firms.

The trip was arranged by the Ministry of Defence's sales organization to help British firms sell abroad and to help friendly nations select defence equipment appropriate to their needs.

AIRFIX NEW MODELS FILE

On January 21st, 1976, history was made.

With the twin inaugural flights of the most advanced airliner ever to reach passenger service.

An Anglo-French co-project. The Concorde.

Cruising at twice the speed of sound, the British Airways Concorde flew from London to Bahrain. The Air France Concorde took the Paris to Rio route.

And jointly proved that the world's major cities could now be reached in less time than subsonic jets.

Concorde is unique in many ways, including price. The real thing costs over \$60 million dollars.

Airfix offer a kit replica of the

original for a lot less. The 1/144 scale model of Concorde comes in 52 separate parts, and includes a stand.

The kit's main features include a retractable undercarriage with movable wheels, and the liveries of both Air France and British Airways.

Make this kit as lifelike and elegant as Concorde itself.



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Landing Speed	200 knots.
Number of Seats	100.
Fuel Capacity	26,260 gall.

TWICE THE SPEED OF SOUND.



Queen's Silver Jubilee Medal

To commemorate the 25th anniversary of her accession, the Queen has approved the issue of a silver medal as a personal award to representative members of the Crown Services, and others.

To be known as the Queen's Silver Jubilee Medal, it has been classified as an official medal to be worn on all occasions on which decorations and medals are worn.

Total issue of these medals will be very much smaller than that of the medal which commemorated the Coronation in 1953 and the allocation for regular and reserve members of the U.K. Armed Forces will reflect this.

DCI(RN) J 147

More 'home comforts' on the way for ships

Under a scheme introduced in 1973, ships which had accommodation below latest standards and were going into refit could spend up to one per cent of the cost of the refit on minor improvements to habitability.

While much progress has been made in improving living conditions in existing ships, there are ships with major refits still some way ahead or which are due for disposal before long refit. The need to improve habitability in these remains, so it has been decided that the general provisions of the scheme will continue and that, subject to availability of resources, these minor improvements can be made in specified ships during normal refits.

Major warships eligible are H.M. ships Tiger, Ark Royal, Bulwark, Norfolk, Antrim, Scylla, Bacchante, Achilles, Diomedé, Ashanti, Gurkha, Torquay, Lowestoft, Falmouth, Berwick, Brighton and Rhyll. The scheme also applies to many minor vessels.

DCI(RN) 85

★ F.A.A. awards

The Admiral Sir Dudley Pound prizes for the Fleet Air Arm for 1975 have been awarded to: Lieut. P. H. Symonds and Lieut. T. H. Eltringham (pilots); Lieut. A. A. Rich (observer).

DCI(RN) 117



"... and so YOU said 'O.K., here's the money, organize your own improvements,' eh?"

Well done 809

The Australia Shield for 1976 has been awarded to 809 Naval Air Squadron which has consistently demonstrated outstanding flying skills at sea by day and night.

Throughout a WESTLANT deployment and in many NATO exercises the squadron produced highest standards of operational efficiency and readiness, and its weapon delivery standards were always creditable.

Tribute is paid to the squadron's excellent maintenance standards and high aircraft availability.

DCI(RN) 84

★ Diving set

A Joint Service underwater breathing apparatus which can easily be maintained by the user is being introduced by the Navy and Army.

The self-contained compressed air diving set is known as DSSCCA (Aquarius) and is approved for use at a depth of 30 metres. This enables it to be used for ship's bottom searches, sea bed searches, and all general underwater activities where long endurance is not needed.

DCI(RN) 90

★ Aiguillettes

The list of R.N., R.M., Q.A.R.N.S., W.R.N.S. and Reserve officers entitled to wear aiguillettes has been reviewed — and reduced — bringing about a greater similarity of practice among the three Services.

Changes in entitlement are limited to the list of those who wear "staff" type aiguillettes. The revised list is based on the principles that their wear should, for personal staff posts, be related to the command exercised and representational tasks performed by the senior officer, and be limited to not more than two officers on the staff of each senior officer.

DCI(RN) 120

MANPOWER GUIDELINES

A Navy News front page story in March outlined the current position on the fight to avoid rating redundancies and the situation on re-engagement and fifth and sixth fives. Full details are contained in three announcements now issued — DCIs 112, 113, and 114.



GET WISE ON DCIs

The aim of this regular feature is to give a general impression of new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

★ New shoes

New black leather shoes with micro-cellular soles which have good non-slip properties are on the way for R.N. ratings and R.M. WO's, NCOs and Marines. They replace the present Seamen's pattern shoes in black leather and with resin rubber soles.

The new shoes are lighter and more modern in appearance, but are reported to be equally hard-wearing. Their micro-cellular soles will not mark decks and floor coverings, and can be repaired without difficulty. They will be introduced progressively, size by size, as stocks of the present pattern are used up.

DCI(RN) 97

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TWO-STAR WRENS CLAIM EQUAL RIGHTS

A couple of Wrens at H.M.S. Mercury (and quite a few others elsewhere) believe they should be crowned — and before that statement arouses witticisms from all sides, let explanations quickly follow. It is all to do with the "rate" for the job, as indicated by badges, resulting in a curious situation which inspired POWREN RS(M) Jackie McCarthy and POWREN RS Sheila Wentworth to burst into verse.

We are two Petty "Os"
Who qualified three years ago
We've had our rate for two years gone,
And ask this question in a song,
Why Jolly Jack on equal par
Can wear a crown but us two star?
We teach new entries all day long
So we think it is wrong
For us to be without a crown,
We really feel so much let down.
Would you please explaineth why
As we really have to try
To convince our so-called "mates,"
That we in fact hold equal rates.
(Or should it be rights?)

Readers who may wonder what this is all about can get a clue from the picture. The PO Wrens in question have petty officer's badges on their left arms and branch badges on the right. The wings on the right arm have two stars — and that is where the trouble lies, for the males of the species who are similarly qualified have a crown instead of a star above the wings.

A Very Senior Wren who was asked about the problem was most puzzled. "They must be improperly dressed," she thought. However, the Wrens at H.M.S. Dryad also knew about the strange ways of stars and crowns, being equally mystified about the masculine and feminine of the rules.

For the moment, Navy News can only suggest — "Watch this space for exciting new developments!"



Jack gets a ticking off

Jack ashore in Gibraltar gets a severe ticking off from a wife who writes to Navy News that she is "ashamed sometimes to say my husband is in the Royal Navy."

Some of the sailors, she says, "act like fools," damaging property and making a disgusting mess when they come out of the pubs.

"If they can't hold their drink or don't know when they have had enough, then they should not touch it. The Service is not firm enough with them."

"When a foreign navy ship comes to Gibraltar, there is never any trouble, so come on lads, buck up your ideas, and behave like grown men whom the British can be proud of. Serve your country with pride and not like clowns."

It has to be admitted that some sailors do seem to take every opportunity to get a skintful, apparently lacking ideas for any

alternative form of pleasure(?) — but so do students, apprentices, soccer fans, and all those who fill the pubs every night.

Gib. is a place with especial difficulties, having little choice of activity and numerous bars packed into the one main street. It doesn't take many who have gone "over the top" to make the place look rather unseemly.

It would be wrong to assume that the Navy is not concerned, or that there is any lack of determination in whisking away drinkers who have "indulged to capacity." In the end, however, the solution can only depend on the encouragement of personal responsibility.

There must be better ways of using hard-earned money than by draining it against a wall, but among "tinkers, tailors, soldiers, sailors, rich man, poor man . . ." there are those who have yet to get the message.

...and a tribute

Eloquent tribute to the thousands of Royal Navy men who have visited Puerto Rico in recent years comes from the outgoing head of the British Consulate in San Juan.

In a letter to the British Navy Staff in Washington, Mr. Harry Lewty writes, "During the last two-and-a-half years I

must have had something like 25,000 officers and rates of the Royal Navy in my Consular district at one time or another from various ships. Yet only three or four incidents ever came to my notice, and in one case at least the sailor was more sinned against than sinning.

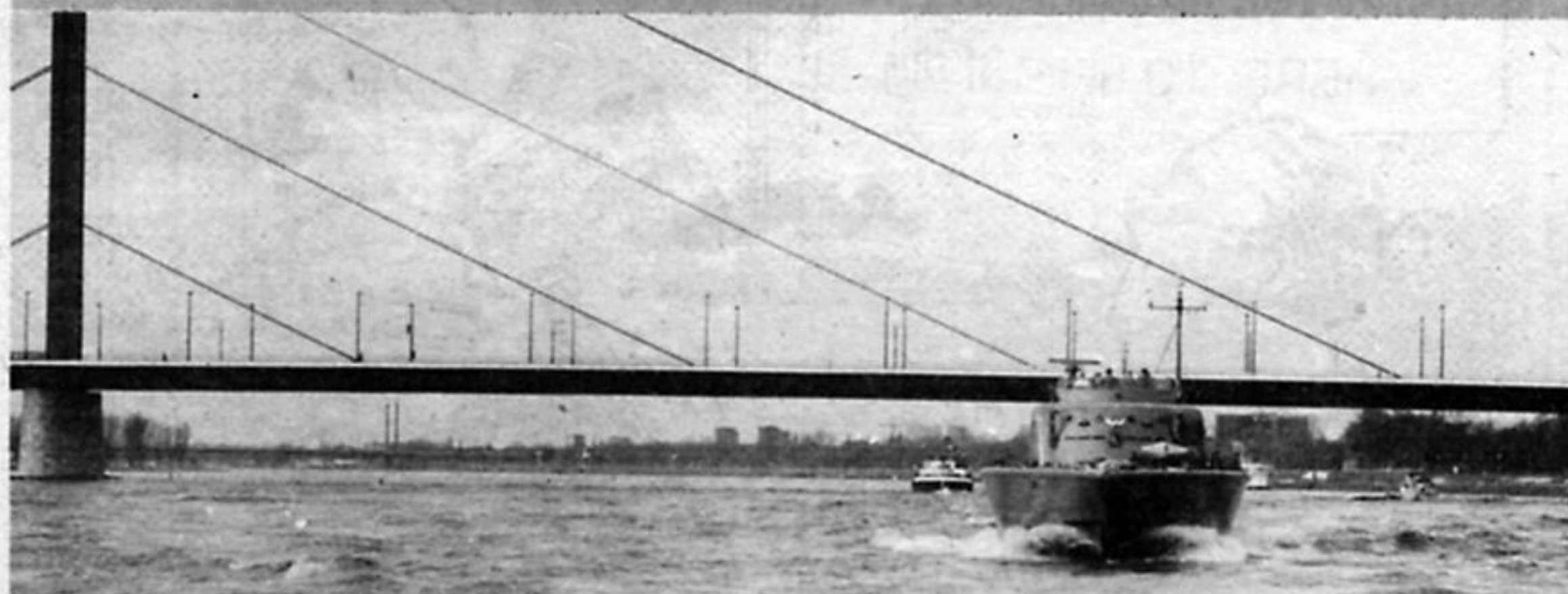
"To misquote Shakespeare

slightly, 'Nature might stand up and say to all the world — these were gentlemen.'

"This shows that the behaviour ashore of all the ship's companies was exemplary, for which I offer my sincere congratulations and heartfelt thanks, both official and personal."

Pictured on the Rhine beneath Dusseldorf's Theodore Heuss Bridge is the fast patrol boat H.M.S. Scimitar.

The Scimitar took its crew up the Rhine to the pre-Lent Dusseldorf Carnival and to a round of visits of British and German army units. Hosts to the Scimitar sailors were the "posties" of 8 Courier and Postal Communications Depot, Royal Engineers.



Scimitar on the Rhine

APPOINTMENTS

Capt P. B. Hogg is to be Defence Adviser, Canberra, in the acting rank of rear-admiral in May and to be promoted rear-admiral on July 7.

He has commanded the fleet maintenance ship H.M.S. Tyne at Plymouth as Chief Staff Officer (Technical) to the Flag Officer Plymouth, and later commanded H.M.S. Caledonia, the engineering school at Rosyth. At the end of 1974 he was appointed Director of Naval Recruiting.

Rear Admiral P. R. Marrack is to be Director of Dockyard Production and Support in May. He became Director of Naval Ship production in 1974 when he was appointed to flag rank.

Surg. Capt(D) B. F. Rogers is to be Director Naval Dental Service in the rank of surgeon commodore(D) on September 16. Other appointments recently announced include:

Commodore G. Hayne. As Commodore (Intelligence), May 19.
Surg. Capt. J. Keeling. As Deputy Medical Director General (Naval), March 30. (To serve as commodore).

Capt. C. A. F. Buchanan. Devonshire in command, April 18.
Capt. P. H. Coward. Naval attaché Moscow and Helsinki, March 19, 1977.
Capt. P. Cobb. Ajax in command and as Capt. F8, March 4, 1977.
Cdr. A. D. E. Pender-Cudlip. Warspite in command, August 1.
Cdr. R. H. Farnfield. Sovereign July 27 and in command.

Cdr. A. N. Wigley. Charybdis in command, August 24.
Cdr. R. F. Cobbold. Mohawk in command, July 19.
Lieut-Cdr. T. J. Austin. Onyx and Otter in command and as Senr Officer Submarines Refit Portsmouth, March 24, 1977.

Lieut-Cdr. C. J. H. Richards. Shoulton in command and as SO 3rd MCM Squadron, July 5.

Lieut-Cdr. C. P. B. Welland. Centurion June 1 for CSCBS for Guernsey in command on commissioning for trials and service.

Lieut-Cdr. E. R. Humphrys. Pollington in command, March 14, 1977.
Lieut. A. J. Bollingbroke. Stubbington, March 14, 1977 and in command.
Lieut. R. H. Mitchell. Scimitar in command, August.
Lieut A. B. Ross. Brinton June 8 and in command.

IN MEMORIAM

C. A. Barker. LWREN(SA). NAS Lee. Feb. 18.
J. W. Dakers. Mne. 3 Cdo Brigade HQ and Signal Squadron, R.M. Feb. 24.
T. J. Burton. ALMEM. H.M.S. Ashanti, March 3.
D. Little. MEM2. H.M.S. Ashanti, March 3.
J. Wardle. MEM1. H.M.S. Ashanti, March 3.
J. P. G. O'Neal. Cpl. CTCRM. March 17.
P. Morris. CPOUWSM, R.A.N. Saw loan service with R.N. while training for submarines.
N. Selley. Served as MEA(H)1. At Wivenhoe, Essex, March 18.

Abbey service

A service in Westminster Abbey in March to mark the Diamond anniversary year of the Women's Services was attended by Queen Elizabeth, the Queen Mother, Commandant-in-Chief of the Women's Services; Princess Anne, Chief Commandant W.R.N.S.; the Duchess of Kent, Controller Commandant W.R.A.C.; and Princess Alice, Duchess of Gloucester, Air Chief commandant W.R.A.F.

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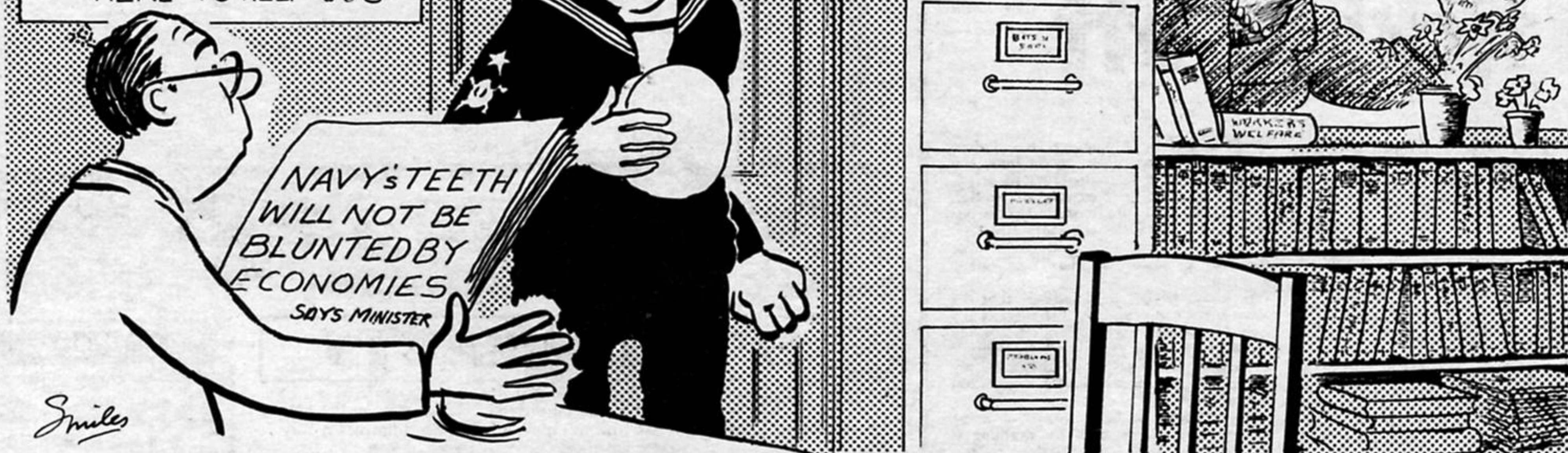
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NEWSVIEW

'First aid'— in confidence

Big ships are not necessarily better than smaller ones, especially where the reduced version incorporates a design which is more up-to-date to current circumstances.

It is in this light that those associated with Family Welfare in the Royal Navy are likely to view the concept of the new Naval Personal and Family Service.

For the first time, there is official recognition that officers and their families would like "problem" support, in an age which shares out its frustrations without regard to status.

The Navy is extending itself into preventive welfare work, founded on the belief that this is best handled in complete confidentiality and with the help of some staff who have qualified after the two-year social work training course.

For "the facts of life," every appropriate sphere of activity has been combed for pamphlets, reference books and information on all manner of subjects, in order to create competent advice centres (SAFAB). More details will be added as experience grows.

SIGNIFICANT SUPPORT

Since the Seeborn Committee's report on naval family welfare was produced, and the first steps were taken in implementation, many changes have taken place.

For instance, the availability of married quarters, which at the time of the Seeborn inquiry ranked as a Service problem equalled in importance only by separation, has now radically altered, and as the months have gone by in reconciling recommendations with the latest situation, a monumental financial crisis has broken upon the land.

The Admiralty Board have tailored the Naval Personal and Family Service not only to the money which can be made available, but to the areas where a more modest approach can be of immediate value.

While thus bowing to current financial constraints, the opportunity is being taken to give significant practical support to the Fleet and families, while at the same time exploring the way ahead with caution, to gain the knowledge of future developments according to need.

The strength of existing arrangements is unaffected. The influence of new blood and new thinking, while somewhat curtailed, is still generous enough to offer a closer and happier association between the Service and the families.

Leadership of the NPFS is in the hands of the Commander-in-Chief Naval Home Command. Miss Pam Baker is now on his staff and her presence as a civilian social expert adds to the Service organisation a balance which will help to forge and maintain the customers' regard.

Navy's 'secret' salute

More than 50 Servicemen and women, representing almost a complete cross-section of Navy life, assembled on board H.M.S. Victory, flagship of the Commander-in-Chief Naval Home Command, in unique recognition of Bill Wilkinson, retiring at the end of March as editor of Navy News.

Tribute ranged from acknowledgement of the role which Navy News fills both as Jack's newspaper and as a communication channel between sailor and Management, to compliments such as Navy News was simply the best Service newspaper in the world.

When Mr. and Mrs. Wilkinson left home on the evening of March 16, they were expecting to have a quiet farewell drink at Admiralty House, Portsmouth, with the C-in-C., Admiral Sir David Williams, and Lady Williams. Instead they were taken to a "secret" farewell party on board the Victory to face an almost "This is your Life" welcome.

Drawn from Portsmouth Command area, and excluding only a vice-admiral (one was not available locally), each of the 15 Royal Navy ranks from ordinary rate to full admiral was represented, many of them with their wives.

With them were members of the Royal Marines, W.R.N.S., Q.A.R.N.N.S., the Royal Fleet Auxiliary Service, Royal Naval Reserve, W.R.N.R., Royal Naval Auxiliary Service and the Sea Cadets.

Making the presentation of a rare and valuable cigarette box, Admiral Williams said Navy News had in a unique way united not only sailors but also their families into the naval family.

In reply, Mr. Wilkinson said any success achieved could not have been possible without the right spirit at the top, giving an editorial independence which allowed the maintenance of integrity with the sailor and, he trusted, a responsible attitude towards the Management.

The presentation had come as a staggering surprise to him and his wife, and he would value it always. "I have had 11 wonderful years," he said.

Close association

Mr. Wilkinson began his career as a junior reporter with the Sunderland Echo.

A rather vicious flu germ laid him low, and he was transferred to the company's Portsmouth office to promote recovery from a chest infection, whereupon the Nazis bombed the place into a nasty mess.

Turned down for military service, he joined "Dad's Army," and being in the invasion zone he seems to recall that there was a little more work and rather less hilarity than portrayed in the famous TV series.

"Captain Mainwaring" and the sunny south combined eventually to remove the bug, and his continued career with The News, Portsmouth, included experience in about every section of the newspaper business.

At one time or another he was a correspondent for shipping, motoring, and yachting, and was successively chief sub-editor, news editor and deputy editor.

After nearly 30 years with The News, involving a close association with Royal Navy affairs, a vacancy arose in 1966 for the edi-

torship of Navy News, and Mr. Wilkinson "moved around the corner."

That was 11 years ago, his arrival in the chair coinciding with the death sentence on our aircraft carriers, and a long succession of painful contractions for the R.N.

The Service's problems, and the need for improving all lines of communication between the Management and the Fleet during very difficult times, provided the background for making the fullest use of the newspaper possibilities.

Given every help and encouragement from Admiralty Board level, Mr. Wilkinson was joined by a team of professional journalists, and their aim has been to achieve a balance of trust and responsibility at all levels.

Circulation rose from about 25,000 to over 70,000, and several major awards have been won in national competitions.

In the New Year Honours of 1976, Mr. Wilkinson received the award of the M.B.E.

Immediately after the war, Mr. Wilkinson resumed his boating activities, being one of the

founders of the Tudor Sailing Club, Langstone Harbour, and serving as commodore for 20 years. For a time he was an officer of Portsmouth Harbour Racing and Sailing Association, and is also a member of the Royal Naval Sailing Association and the Civil Service Sailing Association.

Sailing his own yacht, with many years of "sea time", gave him an affinity with the Navy job, and in his retirement he hopes to "stream the log" much more often than he has been able to do in the past.

Mr. Wilkinson and his wife Margery live at Southsea. They have two married sons living locally, and a married daughter in the United States.

Tribute was also paid to Mr. Wilkinson's editorship at the last meeting of the Navy News Management Committee, where the chairman (Commodore George Hayne) said that every officer and rating, together with wives and children, had reason to be grateful for his work.



Mr. and Mrs. Wilkinson admire the presentation cigarette box made from the original timbers and copper sheathing of H.M.S. Victory. The box includes the inscription "With gratitude from the Royal Navy, past and present" and the initials TTL — those of Admiral Sir Terence Lewin, who inspired the idea of the presentation before leaving the appointment of C-in-C. Naval Home Command to become First Sea Lord.

Picture: CPO(Phot) Eric Thompson

NEW EDITOR APPOINTED

Deputy editor John Tucker, who has been with Navy News since 1969, has been appointed editor of the paper.

A journalist for 30 years, Mr. Tucker served as a reporter and sub-editor on weekly and evening newspapers in the West country before

a spell in the gas industry, where he edited a house journal and other publications.

During his eight years with Navy News he has been closely associated with many of its features and with its continuing development.



**COMING
OUT . . .**

After several months in dry-dock, the sweepers moved in, the dock was flooded and the mighty H.M.S. Ark Royal was undocked at Devonport during the refit from which she is due to emerge in time for the Silver Jubilee Review of the Fleet in June.



**. . . AND
GOING IN**

H.M.S. Diomedé (foreground) and H.M.S. Norfolk were among six Royal Navy ships which entered Gibraltar after Exercise Springtrain. The others were H.M. ships Glamorgan, Antrim, Cleopatra and Achilles.

Mini-Fearless joins Haiti carnival fun

Vibrant sounds and colours of a Haitian carnival were among the most vivid memories brought back by the ship's company of H.M.S. Fearless from her two-month Caribbean deployment.

The Dartmouth training ship actually took part in the festivities at Port-au-Prince, Haiti, by entering a model of the ship in a procession of floats which signalled the start of the noisy and exciting three-day carnival.

A team of shipwrights under the watchful eyes of CMEA(H) Peter Goodman, Sub-Lieut. Roger Garratt and Cdr. John Bowen built the float during the ship's passage from Cartagena, Colombia. A four-ton lorry of the 4th Assault Squadron, Royal Marines, was used as a base for the model.

Voodoo

Fifes and drums from the Guards Depot detachment on board the Fearless had great difficulty competing with the enormous amplified stereo systems carried on the local floats.

Before the carnival, parties from the Fearless toured the area around Port-au-Prince and brought back many island wood carvings, paintings and baskets.

Two groups visited the voodoo ceremony during which a woman ate glass, people walked on fire, and a live pig was sacrificed, apparently by two men using only their teeth to cut its throat.

From Haiti, the Fearless sailed to Charleston, South Carolina, and then to Bermuda before returning home last month. On board were 67 midshipmen from Britannia Royal Naval College.

Earlier in the deployment, the

Fearless visited Trinidad, Curacao, Colombia and Jamaica.

At Trinidad, Capt. L. A. Bird welcomed President Ellis Clarke on board the training ship. The President also inspected a Royal Marines guard of honour.

In Cartagena, the Corps of Drums of the Guards Depot beat retreat in the old walled city from where the Spaniards shipped their gold in the days of the Spanish Main.

The Fearless returned to Plymouth on March 16 to a grand welcome from 850 relatives and friends, who went on board via the ship's landing craft.

Before lunch on board the families watched the presentation of a cheque for £500 by the commanding officer (Capt. L. A. Bird) on behalf of the ship's company to the Guide Dogs for the Blind Association. The money was raised by the ship's radio team with a request show.

After Easter leave the ship is due to make another deployment as Dartmouth training ship — this

time to Scandinavia and northern European ports, followed by the Jubilee Review of the Fleet in June.

Elephant team back from ice

After rejoining H.M.S. Endurance in the Antarctic on March 13 the Joint Services Elephant Island Group Expedition, led by Cdr. Chris Furse, was due to arrive in London by air on March 31.

The expedition was described as "tremendously successful."

Meanwhile, the Royal Navy's ice patrol ship headed for home after her annual Antarctic survey.

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UNZIP A BRINTON!

As "The Best of the Bunch," H.M.S. Brinton is proud of the emblem she sports on the front of her bridge superstructure — a 4ft. long banana.

It was presented to the fishery protection vessel by Geests Bananas Ltd., who had heard of the Brinton's reputation and knew she was really no "banana boat."

The company was certainly not monkeying

about with its ap-peeling gift, which is made of glass-reinforced plastic, is realistically painted and even has a grey PVC cover which it sometimes wears in the interests of preservation and diplomacy.

The cover is, of course, secured by zips and the ship's company quickly respond to the order: "Unzip a Brinton!"

Based at Rosyth, the Brinton is a member of

the Fishery Protection Squadron, carrying out patrols around the British Isles. She recently carried out a limited support period at Faslane.

Lieut. L. C. Hopkins, the commanding officer, commented: "We spend a lot of time on patrol, but fight off the dreaded scurvy with large quantities of our favourite fruit . . . apples!"

It would be fruitless to ask why, but there must have been a slip-up somewhere . . .

Bonjour, (ET AU REVOIR) matelot

A surprise trip to France lay in store for an officer and two ratings from the fishery protection vessel H.M.S. Brinton when they boarded a French trawler to investigate an infringement of regulations in the English Channel on March 16.

After a search by the unarmed boarding party, the trawler, which had been fishing inside Britain's fishery limit, was ordered to follow the Brinton to Dover. But the French vessel headed for Boulogne instead — with the Royal Navy trio still on board.

The trawler took refuge inside France's own 12-mile limit after the Brinton's attempts to stop her were impeded by nine other French trawlers.

The boarding party was released in Boulogne, returned to England by ferry, and rejoined the Brinton at Dover the next morning.



Navy Minister Mr Patrick Duffy (above, left) spent more than an hour chatting to senior rates during his one-day visit to H.M.S. Brinton on fishery protection patrol on March 15.

During the day he saw a demonstration boarding, man overboard drill and ship manoeuvres with H.M.S. Iveston. He joined and left the ship at Dover and the following day visited The Depot, Royal Marines, Deal.

Mr Duffy was one of several ministers and MPs

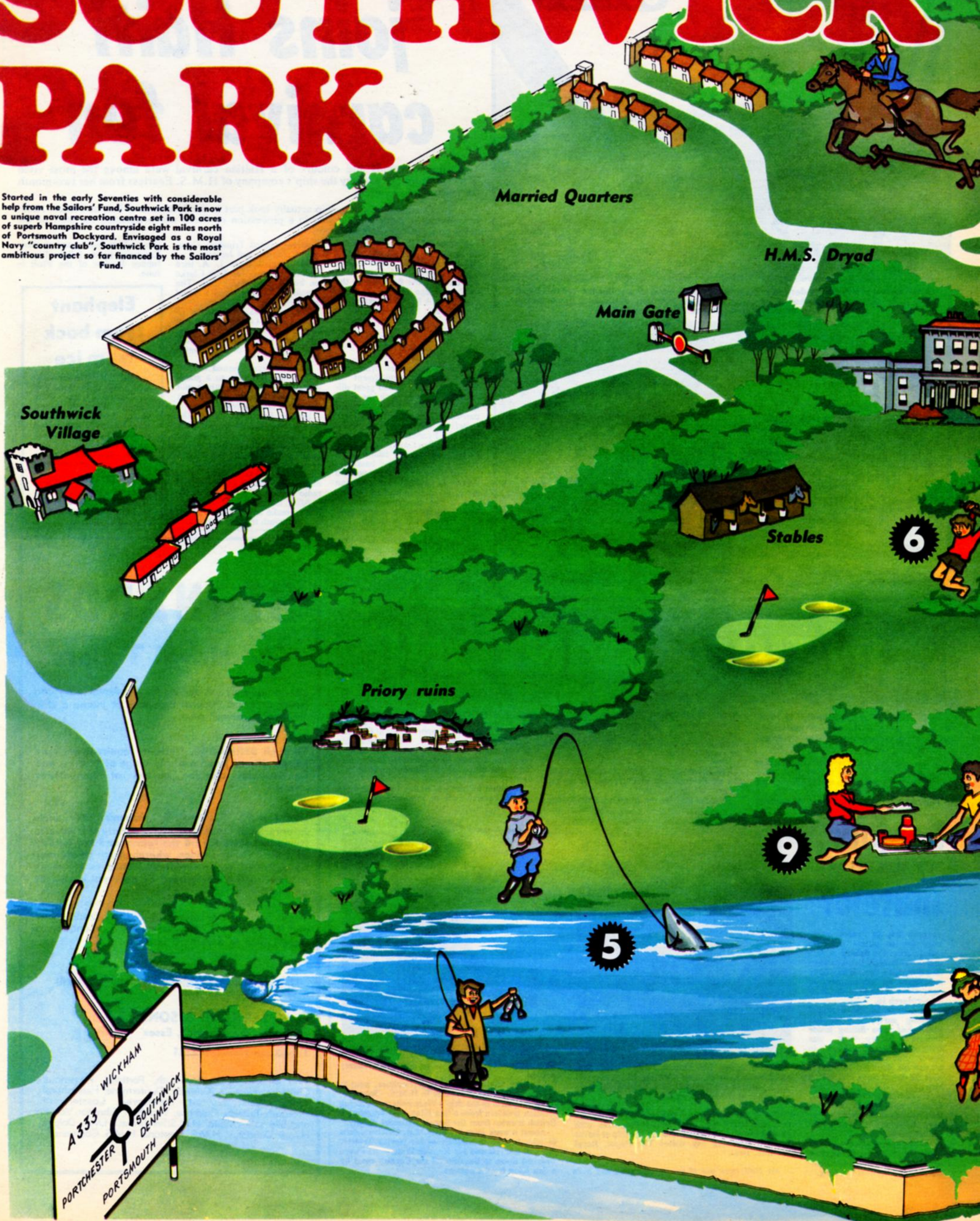
who visited Royal Navy ships on recent fishery patrols.

Mr John Silkin, Minister of Agriculture, went to sea for a day from Newcastle in H.M.S. Cleopatra, flying on patrol in the ship's Wasp helicopter, seeing Russian trawlers from a Sea King, and boarding a British trawler from the frigate's Gemini dinghy.

About a week later it was H.M.S. Galatea's turn to play host to three MPs — Mr Neville Trotter, Mr Ted Garrett and Mr Hamish Watt — who were winched down to the ship off the Cornish coast by a Sea King from Culdrose.

SOUTHWICK PARK

Started in the early Seventies with considerable help from the Sailors' Fund, Southwick Park is now a unique naval recreation centre set in 100 acres of superb Hampshire countryside eight miles north of Portsmouth Dockyard. Envisaged as a Royal Navy "country club", Southwick Park is the most ambitious project so far financed by the Sailors' Fund.



WHO CAN JOIN?

All serving members of the Royal Navy, Royal Marines and W.R.N.S., and personnel of the other two Services stationed at local naval establishments. Civilians at the discretion of the Management Committee.

Write to the Manager, Southwick Park, H.M.S. Dryad, Southwick, Fareham, Hants. Or telephone Cosham 80131.



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10 picturesque walks

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Not the easiest place to reach, although Southwick Park owns a minibus and plans to run trips from Portsmouth Dockyard when there is a demand. Otherwise take a car or bus to Southwick village, eight miles north of the Dockyard, and follow the signposts.

Jubilee Review

Commonwealth and foreign ship line-up

Twenty-one Commonwealth and foreign warships are expected to attend the Review, with a total of about 6,000 officers and men embarked. Seven of these ships will be flying the flag of a national senior officer. The known Commonwealth and foreign ships in the Review lines are listed below.

H.M.A.S. Melbourne. The largest and oldest visiting warship, and the only visiting aircraft carrier, H.M.A.S. Melbourne was launched in 1945 as H.M.S. Majestic. Operates Skyhawk jet fighters, Tracker aircraft and Sea King helicopters. Will fly the flag of Rear-Admiral G. V. Gladstone, Flag Officer Commanding Australian Fleet.

H.M.A.S. Brisbane. (Pennant No. 41). American-built guided-missile destroyer. Armed with Tartar and Ikara missile systems. Saw action off Vietnam.

B.N.S. Westdiep (F911). A frigate, she is one of the largest ships in the Belgian Navy and heavily armed for her size. Weapons include Sea Sparrow and Exocet missiles.

K.D.B. Pahlawan (PO1). A 57-knot missile-armed attack craft manned by 20 officers and men of the Royal Brunei Malay Regiment. Built in Portsmouth by Vosper Thornycroft.

H.M.C.S. Huron (281). Canadian destroyer. Will fly the flag of Vice-Admiral D. S. Boyle, Commander Maritime Command.

H.D.M.S. Moen (N82). Minelayer named after a Danish

island. Has strengthened hull for navigation in ice.

F.S. Tourville (D610). Name ship of her class of three destroyers of the French Navy. Weapon systems include Exocet and Malafon missiles, and also operates two Lynx helicopters. Capable of speeds over 30 knots. Flagship of Vice-Admiral Wacrenier.

F.G.S. Hamburg (D181). German destroyer which can reach 35 knots. Will be flying the flag of Flottenadmiral K. Thaeter.

Lieutenant Troupakis (P52). New Greek missile-armed Combattante III patrol craft built in France. She is attending the Review before proceeding to Greece, having been launched in January 1977. Armed with Exocet missiles.

I.N.S. Udaygiri (F35). Indian Leander-class frigate, built in Bombay.

I.I.N.S. Kaman and I.I.N.S. Zubin. Two Iranian fast attack craft, armed with Exocet missiles.

I.N.S. Ardito (D550). Italian guided missile destroyer capable of 33 knots.

H.N.M.S. Tromp (F801). Dutch guided missile frigate nicknamed "Kojak" because of

the huge radar dome over her bridge. Missile systems are Tartar and Sea Sparrow, with the American Harpoon system to be installed soon. Will be flying the flag of Rear-Admiral J. H. B. Hulshof.

H.M.N.Z.S. Canterbury (F421). Clyde-built Leander frigate launched by Princess Anne in 1970.

K.N.M. Narvik (F304). Norwegian-built version of the U.S.N. Dealey-class destroyer escorts. Armament includes Penguin and Terne missiles, with Sea Sparrow to be added. Visited Portsmouth last year.

N.R.P. Almirante Magalães Correa (F474). Another modification of the Dealey-class to meet needs of the Portuguese Navy.

T.S. Berk (D358). The first major warship to be built in Turkey. Will fly the flag of Rear-Admiral Emin Goksan.

U.S.S. California (36). Only nuclear-powered surface warship at the Review. Displaces 10,100 tons and is capable of more than 30 knots. Will be flying the flag of the Commander Second Fleet, Vice-Admiral John S. Shanahan.



Sixty officers and ratings of the Royal Naval Reserve Postal Branch (RNR PB) under the command of Lieut.-Cdr. J. S. Hansford, R.N.R., the Fleet Mail Officer, are organizing the mails and philatelic services for the Review.

A Jubilee Review Fleet Mail Office will be open in the cinema at H.M.S. Vernon from June 20 to July 8. Separate counter and philatelic services will be provided within H.M.S. Vernon and at the Main Gate, H.M. Naval Base, Portsmouth.

The R.N.R. Postal Branch has undertaken the production and marketing of the official R.N. commemorative philatelic cover which will be on sale by late April at 10p. A fully serviced cover, bearing the 10p stamp of the Post Office Jubilee Issue May 11 and the special commemorative handstamp in the Forces Postal series, will be available from June 28 at 40p.

All orders and enquiries regarding the philatelic service should be sent to the Philatelic Officer, Jubilee Review Staff, H.M. Naval Base, Portsmouth, PO1 3LT.

The R.M.A.S. craft that also serve . . .

On great State occasions such as the Fleet Review the eye of the spectator is drawn to the major ships assembled in the lines, and the multitude of smaller and less glamorous vessels needed to support the major units can be forgotten.

Three ships of the Royal Maritime Auxiliary Service will be present in the lines at Spithead, but are just the tip of the iceberg. A further 80 R.M.A.S.

vessels will be involved in support of the assembled Fleet, ferrying libretymen, keeping the Fleet supplied with stores, water and fuel, and removing their sullage.

These craft range from the large screw tug Sea Giant (1,200 tons) and the three paddle-tugs Faithful, Favourite and Forceful, down to the harbour launches and fast motor launches bearing merely an identification

letter and number, such as D29. The full list of R.M.A.S. craft servicing the Fleet Review is:

Paddle tug — Favourite, Faithful, Forceful.
Screw tug (large) — Sea Giant, Constance, Accord, Agile, Confident.
Dog class tug — Sheepdog, Boxer, Setter, Dalmatian.
Fuel lighters — Oilstone, Oilpress, Oilfield, Oilwell, C605.
Waterboats — Waterfowl, Waterside, Waterfall, Watershed, C1517.
100ft. fleet tenders — Ladybird, Cockchafer, Cicada, Bee.
75ft. fleet tenders — Fulbeck, Elkstone, Hever, Lechlade, Harlech, Holmwood, Llandoverly, Blakeney, Cromarty, Grassmere, Appleby, Beaulieu, Bembridge, Lamlash, Epworth, Hambledon, Horning, Froxfield.
Water tractor — Joan, Bridget, Helen, Kitty, Fiona, Georgina, Irene, Isabel, Norah.
Other craft — RNAL 54, Golden Eye, L72, D57, D27, D28, D29, D49, D15, D16, D17, D18, D19, D20, D21, D23, D24, D25, FML 6756, FML 6477, FML 6264.
Lighters — C396, C1006, C1016, C1017, C1013, C1014.

Pen Pals

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt, the replies will be redirected — but only if they have been stamped.

Details of the applicants are as follows —

Lynn (45), widow, fair hair, blue eyes, Plymouth.
Stephanie (16), 5ft. 6in., single, brown hair, hazel eyes, Coventry.
Deborah (15), 5ft. 3in., brown hair, green eyes, Chelmsford.
Tricia (15), 5ft. 3in., brown hair, brown eyes, Plymouth.
Sue (22), 5ft. 6in., single, dark hair, brown eyes, Portsmouth.
Thelma (44), 5ft. 2in., divorced, brown hair, blue eyes, Weston-super-Mare.
Margaret (40), 5ft. 6in., divorced, auburn hair, blue eyes, Stanmore.
Allison (15), 5ft. 2in., brown hair, brown eyes, Bere Alton.
Fiona (17), 5ft. 3in., single, fair hair, blue eyes, Bere Alton.
Pamela (25), 5ft. 2in., separated, brown hair, hazel eyes, Portsmouth.
Lynne (28), 5ft. 6in., divorced, brown hair, hazel eyes, one child, Portsmouth.
Kathryn (20), 5ft. 6in., single, brown hair, blue-grey eyes, Hull.
Linda (18), 5ft. 6in., single, blonde hair, blue eyes, Birmingham.
Patty (35), 5ft. 4in., divorce pending, brown hair, grey eyes, slim, Newport, Gwent.
Margaret (29), 5ft. 6in., divorced, brown hair, blue eyes, Crews.
Anne (16), 5ft. 2in., single, brown hair, green-brown eyes, Mansfield.
Jackie (16), 5ft. 4in., single, brown hair, brown eyes, Westcliff-on-Sea.
Jean (29), 5ft. 4in., single, brown hair, blue eyes, Brentwood.
Janet (16), 5ft. 6in., single, brown hair, blue eyes, Southend.
Susan (22), 5ft. 2in., single, brown eyes, brown hair, Portsmouth.
Kathleen (35), single, brown hair, brown eyes, Portsmouth.
Gill (19), 5ft. 3in., single, black hair, brown eyes, Birkenhead.
Jackie (16), 5ft. 7in., single, brown hair, blue eyes, slim, two sons, Hartlepool.
Irene (24), 5ft. 2in., divorced, dark hair, blue eyes, slim, two sons, Hartlepool.
Wendy (18), 5ft. 6in., single, green eyes, Newcastle-upon-Tyne.

Christine (21), 5ft. 9in., divorced, fair hair, blue eyes, one child (4), Taunton.
Angela (16), 5ft. 2in., single, brown hair, green eyes, Bristol.
Belinda (17), 5ft. 1in., single, brown hair, brown eyes, Bristol.
Farah (20), 5ft. 2in., single, brown hair, brown eyes, Bristol.
Christine (16), single, fair hair, blue eyes, Bristol.
Debbie (21), 5ft. 5in., divorce pending, brown hair, blue eyes, Gosport.
Ann (32), 4ft., divorced, brown hair, blue eyes, one son (5), West Sussex.
Anne (20), 5ft. 4in., single, brunette, hazel eyes, Preston.
Wendy (16), 5ft. 1in., single, brown hair, brown eyes, Worcester Park.
Kim (17), 5ft. 9in., single, auburn hair, blue eyes, Bristol.
Julie (16), 5ft. 3in., single, brown hair, blue eyes, Bristol.
Lyn (17), 5ft. 7in., single, brown hair, blue eyes, Bristol.
Susan (16), 5ft. 6in., single, brown hair, hazel eyes, Bristol.
June (23), single, brown hair, brown eyes, Hull.
Joan (31), 5ft. 6in., single, brown hair, slim, Cornwall.
Helen (16), 5ft. 1in., single, black hair, green eyes, Launceston.
Sarah (17), 5ft. 4in., single, brown hair, blue eyes, Brighton.
Lou (36), 5ft. 2in., divorced, brown hair, blue eyes, two children, Portsmouth.
Beverley (21), 5ft. 2in., single, brown hair, hazel eyes, slim, Stafford.
Karen (17), 5ft. 2in., single, brown hair, Sheffield.
Janice (16), 5ft. 5in., single, brunette, brown eyes, Bristol.
Karen (16), 5ft. 7in., single, brown hair, green eyes, Bristol.
Julie H (16), 5ft. 2in., single, brown hair, green eyes, Bristol.
Kim H (16), 5ft. 5in., single, brown hair, blue eyes, Bristol.
Claire (16), 5ft. 5in., single, brown hair, green eyes, East Grinstead.
Julie S (16), 5ft. 3in., single, blonde hair, blue eyes, Bristol.
Shelia (18), 5ft. 3in., single, brown hair, green eyes, Blyth.
Sharon (16), 5ft. 4in., single, black hair, brown eyes, Bristol.
Anne (16), 5ft. 2in., single, fair hair, blue eyes, Bristol.
Marilyn (22), 5ft. 4in., single, brown hair, brown eyes, Blyth.
Cheryl (16), 5ft. 2in., single, brown hair, blue eyes, Bristol.
Sally (16), 5ft. 4in., single, brown hair, brown eyes, Bristol.
Beverley (18), 5ft. 4in., single, auburn hair, green eyes, Windsor.
Stephanie (16), 5ft. 10in., single, brown hair, blue eyes, Leeds.
Linda (17), 5ft. 2in., single, blonde hair, blue eyes, Swindon.
Rosemary (36), 5ft. 6in., ginger hair, blue eyes, Guernsey.
Pauline (28), 5ft. 4in., divorced, brown hair, slim, Northampton.
Angela (28), 5ft. 5in., single, brown hair, blue eyes, Hull.
Jean (31), 5ft. 8in., single, brown hair, brown eyes, slim, West Harrow.

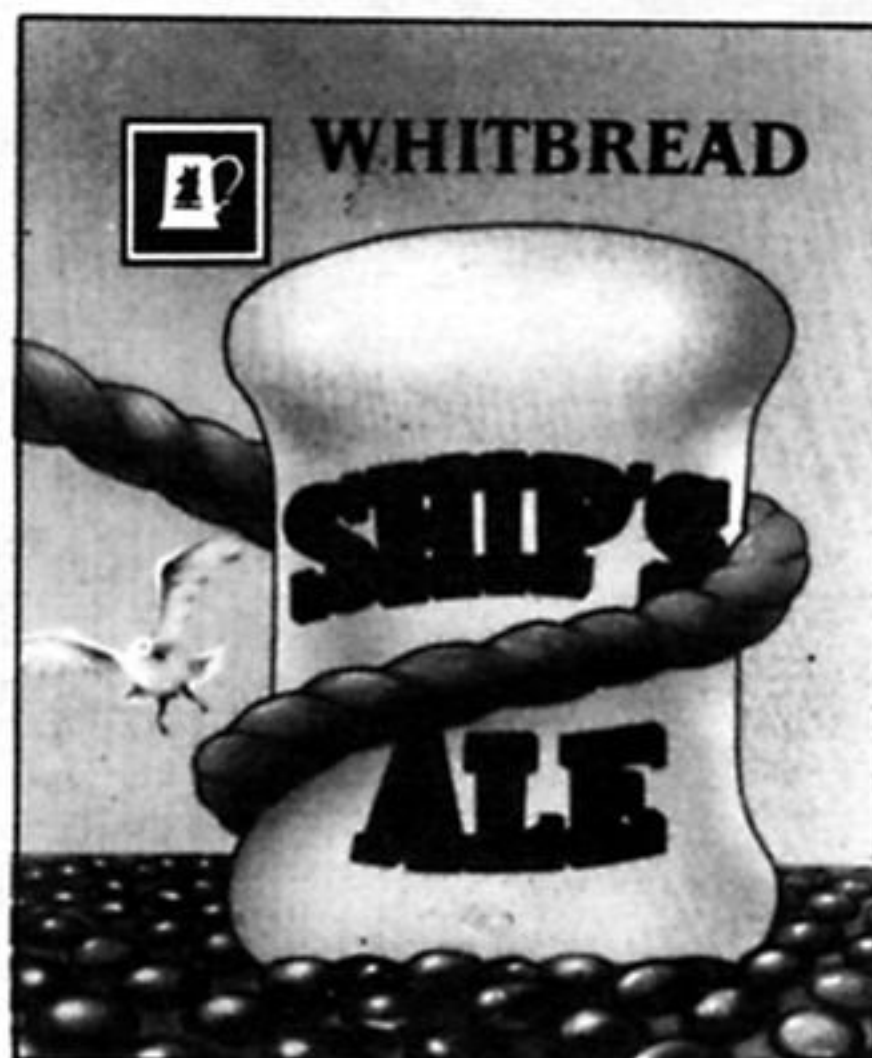
Lesley (17), 5ft. 6in., single, brown hair, brown eyes, Enfield, Middlesex.
Diane (20), single, blonde hair, blue eyes, slim, Trowbridge.
Linda (16), 5ft. 2in., single, fair hair, blue eyes, Bristol.
Elaine (19), single, brown hair, green eyes, slim, Trowbridge.
Sharon (17), 5ft. 2in., single, brown hair, brown eyes, Rochester, Kent.
Isabel (18), 5ft. 3in., single, brown hair, grey eyes, Rochester, Kent.
Susan (30), 5ft. 4in., divorced, brown hair, brown eyes, four children, Rugby.
Carol (26), 5ft. 6in., single, brown hair, hazel eyes, Birmingham.
Jayne (18), 4ft. 11in., single, brown hair, blue-grey eyes, Northwich, Cheshire.
Maria (19), 5ft. 4in., single, brown hair, hazel eyes, Oxford.
Pat (19), 5ft. 5in., single, auburn hair, blue eyes, Oxford.
Bobby (18), 5ft. 3in., single, brown hair, brown eyes, Burton-on-Trent.
Jayne (16), 5ft. 3in., single, brown hair, green eyes, Bristol.
Millie (18), 5ft. 1in., single, brown hair, hazel eyes, Oxford.
Maureen (20), 5ft. 6in., single, fair hair, blue eyes, St Neots.
Brenda (17), 5ft., single, brown hair, brown eyes, Stroud, Glos.
Pat (19), 5ft. 8in., single, brown hair, blue eyes, slim, Stroud, Glos.
Mildred (19), 5ft. 1in., single, brown hair, brown eyes, Stroud, Glos.
Sandra (28), 5ft. 4in., divorced, brown hair, green eyes, one daughter, Bristol.
Jennie (26), 5ft. 6in., divorce pending, fair hair, blue-grey eyes, one daughter, Birmingham.
Denise (19), 5ft. 3in., single, brown hair, blue eyes, Plymouth.
Susan (22), 5ft. 6in., single, brown hair, blue eyes, one daughter, St Austell.
Shelia (33), 5ft. 4in., separated, fair hair, one child (8), London.
Carol (16), single, brown hair, green eyes, plump, Bristol.
Loredana (16), 5ft. 2in., single, brown hair, brown eyes, Malta.
June (22), 5ft. 4in., single, brown hair, green eyes, Portsmouth.
Mary (16), 5ft. 2in., single, brown hair, blue eyes, Portsmouth.
Lorraine (15), 5ft. 3in., blonde hair, blue eyes, Plymouth.
Sarah (15), 5ft. 3in., brown hair, hazel eyes, Clevedon.
Jennifer (25), 5ft. 4in., single, fair hair, blue eyes, Manningtree, Essex.
Jane B. (15), 5ft. 3in., brown hair, brown eyes, Bristol.
Margaret P. (21), 5ft. 5in., single, blonde hair, blue eyes, London.
Cheryl (16), 5ft. 6in., single, brown hair, Bristol.
Jo (23), 5ft. 5in., single, brown hair, Manchester.
Lorraine (16), 5ft. 7in., single, fair hair, blue eyes, Swinson.

Pen Pals

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by TUGG



NAVIGATION TRAINING BACK AT MERCURY

Nine-hour mission

A 706 Squadron Sea King helicopter from R.N. air station Culdrose logged nearly nine hours of flying during a mercy mission to a Russian factory trawler ship 150 miles off the coast of Southern Ireland. It was the longest search and rescue sortie ever flown from Culdrose.

The Sea King was piloted by Lieut. Dave Johnson. Also on board were Flight-Lieut. Pete Chadwick of the R.A.F., naval observer Lieut. Ray Doggett, CPO(A) Terry King, LWREN(Phot) Clare Spence and Surgeon Lieut-Cdr. Rick Jolly of Plymouth.

After refuelling at Shannon, the Sea King flew west until sighting the factory ship Vladimir Atlasov. Lieut-Cdr. Jolly was lowered down with a stretcher, applied first aid to injured baker Vladimir Toystolex and was winched back with him aboard the Sea King.

The patient was transferred to hospital back at Shannon, and the helicopter returned to Culdrose, having flown an 800-mile round trip.

PROMOTIONS

Authorizations for promotion of the following rates to chief petty officer, chief artificer, or chief mechanic have been issued:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(M) — T. J. R. Stephens (Gurkha), A. G. Kitson (Capt. of PT, Chatham).
To CPO(R) — R. P. G. Bell (Dartmouth), P. J. Davies (Aurora), A. J. Foster (Glamorgan).

OPERATIONS BRANCH (COMMUNICATIONS)

To CRS(W) — E. S. Cobb (Dryad).

SUBMARINE SERVICE

To CPO(PS) (S) — R. J. Towden (Dolphin, SM School), D. G. Marr (Churchill), B. W. Charlton (Swiftsure).

REGULATING BRANCH

To MA — R. E. Gandy (Excellent, Reg School).

SUPPLY & SECRETARIAT

To CPOA — A. J. Ledger (Daedalus, NATEC), D. J. Pitney (Drake, FGC).
To CPOA — T. J. Fisher (Nelson).

WEAPONS ELECTRICAL

To COEL — P. T. Cull (Osprey, FOST).

MARINE ENGINEERING

To CMEM — D. J. Huston (Bronington), A. E. Terry (Opportunity), R. P. Anderson (Sultan), B. I. Emslie (Yarnton).

FLEET AIR ARM

To CPOACM — D. P. Hodgson (FGN exchange).

W.R.N.S.

To CWREN WTR(G) — A. I. M. Smith (Centurion).

Royal Navy navigation training makes a full turn of the wheel when it returns to H.M.S. Mercury on April 4, nearly three-quarters of a century after leaving the old 3,370-ton cruiser of that name.

The move forms part of the long-term concentration of the school of Maritime Operations at H.M.S. Dryad (which accommodates the Above Water, Under Water and Operational faculties including command team training in all aspects of warfare) and at H.M.S. Mercury, which is

already the home of Communications and now takes on the Navigation training role.

Two-way traffic

SMOPS was formed in 1974 and while, as part of internal reorganization, Navigation now moves to Mercury, the Electronic Warfare section has just moved in the opposite direction across the Hampshire countryside from Mercury to Dryad.

The Navigation courses which will now take place at Mercury include PWO Navigation, the frigate navigation officers' course, blind pilotage training for naval R.F.A. and Merchant Navy officers, and courses for foreign students. The blind pilotage trainer, being moved from Dryad, is due to be operational in its new home towards the end of May.

It was in 1903 that the Second Sea Lord, Jackie Fisher, authorized the commissioning of the cruiser H.M.S. Mercury, then lying at Spithead, for navigational training. From 1906 the navigation school was housed in Portsmouth dockyard, moving to Southwick House after being bombed in 1941.

Items sought for museum

The first National Coastguard Museum has opened at Brixham, Devon. It is run by volunteers and shows all aspects of Coastguard history, including many examples of the Coastguards' long and happy involvement with the Royal Navy.

Any reader of Navy News with any items concerning the Coastguard, such as medals, photographs or items of equipment, who would consider loaning or donating them to the Museum, should contact the Curator, Mr. Laurence Manton, at the Coastguard Museum, H.M. Coastguard Training School, King's Quay, Brixham, Devon.

Supplementary List officers

The following promotions to lieutenant-commander on the Supplementary List have been made to date March 1 1977:

Seaman: A. P. Frame, M. J. W. Granger-Holcombe, P. L. Cheesman, J. C. Laurijssen, W. B. Kirby, N. J. Trefusis, G. Bligh, J. M. Dixon, C. E. Rose, T. H. Scott. Engineering: R. H. Mayes.

PHOTO POSTCARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth, PO1 3HH. Price 10p each inc. postage and packing (75p per dozen), stamps, postal orders, or cheques. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £1.40. Albums to hold 64 Navy News postcards are £1.50 each (including postage).

Only postcards of ships listed here are available.

Abdiel, Achéron, Achilles, Adamant, Agincourt, Aisne, Ajax, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (175), Arethusa (pre-mod), Arethusa (mod), Argonaut, Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Auriga, Aurora, Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Brave Borderer, Brighton (mod), Brighton (pre-mod), Bristol, Britannia (pre-mod), Britannia (mod), Broadsword, Bronington, Bulldog, Bulwark (pre-mod), Bulwark (mod), Cachalot, Cambrian, Camperdown, Caprice, Carron, Carysfort, Cavalier, Centaur, Charybdis, Cheyenne, Chichester (pre-mod), Chichester (mod), Churchill, Cleopatra, Conqueror, Corunna (mod), Corunna (pre-mod), Courageous, Cumberland, Dainty, Dempier, Danae, Daring, Dartington, Defender, Defiance, Devonshire (1964), Devonshire (1974), Diamond, Diana, Dido, Diomedes, Dreadnought, Deuchess, Dundas, Eagle (mod), Eagle (pre-mod), Eastbourne, Echo, Endurance,

Engadine, Eskimo, Euryalus, Excalibur, Explorer, Exmouth, Falmouth, Fawn, Fearless, Fife (pre-mod), Fife (1975), Finwhale, First Fast Training Boat Squadron (Cutlass, Sabre, Scimitar on one postcard), Forth, Galatea, Gambia, Girdle Ness, Glamorgan, Glasgow, Grafton (No. 1), Grafton (No. 2), Grenville, Gurkha, Hampshire (pre-mod), Hampshire (mod), Hardy, Hartland Point, Hecate (1967), Hecate (1976), Hecla, Herald, Hermes (pre-mod), Hermes (mod), Hermione, Hong Kong Squadron Patrol Craft (Wolverton, Beachampton, Waperton, Yarrnton, Monkton on one postcard), Hubberton, Hydra, Intrepid, Jaguar, Juno, Jupiter, Jutland, Kent (pre-mod), Kent (mod), Kenya, Kestrel, Kingfisher.

Layburn, Leander, Leopard (mod), Leopard (pre-mod), Lincoln, Lion, Liverpool, Llandaff, Loch Fada, Loch Killisport, Loch Lomond, Lofoten, London, Londonderry, Lowestoft, Lyness, Lynx (mod), Lynx (pre-mod 1), Lynx (pre-mod 2), Maidstone, Manxman, Matapan, Mermaid, Minerva, Mohawk, Mounts Bay, Murray, Naiad, Newcastle, Newfoundland, Norfolk, Nubian, Oberon, Ocean, Ocelot, Odin, Olmeda, Olympus, Olwen, Onslaught, Onyx, Opossum, Opportune, Oracle, Orpheus, Osiris, Otus (No. 1), Otus (No. 2), Palliser, Penelope, Phoebe, Plymouth (mod), Plymouth (pre-mod), Porpoise, Protector, Puma, Rapid, Reclaim (mod), Reclaim (pre-mod), Redpole, Relentless, Renown, Repulse, Resolution, Revenge, Reward, Rhyl, Roebuck, Rorqual, Rothesay, Russell.

Salisbury (pre-mod), Salisbury (mod), Scarborough, Scorpion, Scylla, Sea Lion, Sheffield (Type 42), Sheffield (cruiser), Shoulton, Siddeham, Sir Geraint, Sirius, Soberton, Sovereign, Striker, Stromness, Swiftsure, Tacitus, Talent, Tartar (pre-mod), Tartar (mod), Tenacity, Tenby, Tidepool, Tidesurge, Theseus, Tiger (pre-mod), Tiger (mod), Token, Torquay (pre-mod), Torquay (mod), Triumph, Troubridge, Trump, Tyne, Ulster, Undaunted, Undine, Ursa, Valiant, Vanguard, Victorious, Vidal, Vipo, Virago, Wakeful, Walrus (mod), Walrus (pre-mod), Warrior, Warspite, Whitby, Wilton, Woolaston, Yarmouth, Zest, Zulu.

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Assistant Headmaster: J. R. Gray Esq. H.C.C.C.

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Upper School — Boarders (Boys only)	50	Ages 7-13
Day Pupils (Tuition)	100	Ages 4-7
Pre-preparatory — Day Pupils (Tuition)	60	

A number of Boarder pupils are from families abroad. Their accommodation is in a wing of the House occupied by the Headmaster and family and every effort is made to encourage and develop a homely atmosphere. A fully qualified resident Matron is in charge of Health and Welfare.

Rugby, Soccer and Hardcourt Tennis are played in the Winter; Cricket and Tennis in the Summer; Swimming is encouraged in the solar heated outdoor swimming pool. An Eisteddfod is held annually at the end of the Easter Term. This includes House events such as plays, choirs, choral speaking and individual items such as modelling, handwork, painting, solo singing, instrumental solo, impromptu speech making and contributions in all school subjects.

Prospectus on application to the Headmaster



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productive



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(Patron HRH The Duke of Edinburgh)

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Complete your academic studies in a residential school set in 20 acres of beautiful surroundings on the Menai Straits. Courses to GCE and CSE level in Mathematics, English, Literature, Science, Technical Drawing and Scripture in classes averaging 20 boys. Training is also given in theoretical and practical seamanship including boatwork in our own boats on the Straits. All boys undertake an Engineering Familiarisation Course and are encouraged to participate in the Duke of Edinburgh Award Scheme.

Most boys proceed to the Royal Navy or the Merchant Navy but the development of character and self-reliance at INDEFATIGABLE is equally suited to life ashore. A year at INDEFATIGABLE entitles a boy to six months' remission of sea service towards the various Mercant Navy certificates.

Boys of good character and health may enrol at age 14 years for entry between 15 and 15½ years of age.

Write for Brochure and Application Form to:

The Registrar (Dept. SP12)



INDEFATIGABLE
Room 22, Oriel Chambers, 14 Water Street,
Liverpool L2 8TD

REUNION DATES

H.M.S. HOOD: The second reunion dinner of the H.M.S. Hood Association is to be held at the Hotel Prince Regent, Weymouth, on May 21, followed next day by a combined memorial and standard dedication service at St John's Church, Weymouth, at 3 p.m. The Royal Marine Band of the Flag Officer Plymouth is due to play in the church and head the march-past of the Hood Association and standards of various R.N.A. branches. The salute is to be taken by Rear-Admiral G. Prichard, Flag Officer Sea Training. Naval associations wishing to take part should contact the secretary, Mr. Fred White, 16, St Mary Street, Weymouth.

H.M.S. COVENTRY: The Old Hands' reunion is to be held on Saturday, May 7, on board H.M.S. Chrysanthemum, King's Reach, London. Details from Mr. E. M. Skelly, 17, Avon Crescent, Stratford-upon-Avon.

H.M.S. DEPTFORD: Anyone who served in this ship may be interested in attending the 13th annual reunion and dinner-dance of Captain Walker's Old Boys' Association in the Bootle Town Hall on April 30. Guest of honour will be Capt. E. Palmer, who was the Deptford's first lieutenant when she served with H.M.S. Stork on convoy duty with the 36th Escort Group, 1941-42. The Association consists of men who served under the late Capt. F. J. Walker in H.M. ships Stork and Starling. Also welcome at the reunion will be ex-members of the crews of the other ships in the Group — Vetch, Convolvus, Marigold, Gardenia, and Stanley. Details from Mr. R. C. McNeill, 8, Wheatley Avenue, Bootle, Merseyside L20 0BX.

THE 15th INTERNATIONAL CONGRESS OF EX-SUBMARINERS is to be held in Paris, May 12-15. The programme includes a sight-seeing tour, service in the Church of St Louis des Invalides, memorial service at the Arc de Triomphe, fashion show, and gala dinner. Details from Gus Britton, Professeur de Natation, Ecole Therese D'Avila, 124 Boulevard Vaubab, Lille, France 59000.

D-DAY AND NORMANDY FELLOW-SHIP: Members are planning to meet in Portsmouth on Saturday, June 11, for a visit to H.M.S. Dolphin, followed by the annual meeting. In the afternoon they are to visit the home of the chairman, the Rev. G. R. Paterson, at Swanmore, and spend the evening at Southwick House, H.M.S. Dryad. On Sunday, June 12, they will attend a service in Portsmouth Cathedral, followed by a reception in Cathedral House and a buffet before an afternoon mystery tour by coach. Membership forms from Cdr. A. D. Gilmore, R.N. (ret.), St John's Cottage, Shedfield, Southampton SO3 2HY.

H.M.S. SWEETBRIAR: Members of the H.M.S. Sweetbriar Reunion Association are to meet at the Norfolk Court Hotel, Beulah Hill, Upper Norwood, London, on April 16. Details from Mr. R. A. Jannaway, 18 Churchfields, Twyford, nr Winchester, Hants.

Hands across the sea . . .

The formation of the H.M.S. Hood Association has created much interest in Canada, according to Mr. G. E. Donnelly, of Oakville, Ontario. A former stoker and later a CPO air mechanic, he is the association's secretary for Canada and the U.S.A.

"In the Province of Ontario alone we have 11 active members, whose service ranges from the Hood's first commission right up to three months before her tragic loss in May, 1941.

"Keeping in touch here is done mainly by telephone as we live great distances apart. Our oldest member, for example, lives 1,000 miles from Ontario. He is Mr. C. J. Boldero, who joined the Hood in 1920 when members of the crew of H.M.S. Lion commissioned the Hood for her first gun and steaming trials in the Clyde.

"Several of our members were born in Canada and served in the Hood when sent to England for extensive courses at Whale Island and H.M.S. Vernon. Their proud boast is that

they were members of the ship's company at a time (in the late Twenties and early Thirties) when Hood herself was larger than the whole of the Royal Canadian Navy!

"When our Atlantic seaway is open to shipping in the summer we all look forward to visiting ships of the Royal Navy at Toronto and Hamilton. It's just great to see the White

Ensign again."

Mr. Donnelly, who was born in 1917 in Lion Terrace, Portsmouth (just 500 yards, or so, from the building which now houses the offices of Navy News in H.M.S. Nelson), is soon to retire to St Augustine, Florida. He and his wife, Molly, hope to keep in touch with the Royal Navy through ships visiting Jacksonville.

"Old Fred White? Of course, I know him. We served together in the . . ." And so he rambles on, convinced that he's talking about THE Fred White he knew so many years ago.

With a name like Fred White, perhaps it's not surprising that the secretary of the H.M.S. Hood Association is thought by many to be a member of that universal ship's company featuring Bill Smith, Tom Jones, Bungy Williams, and all the others. Writing to Navy News on another

matter, Mr. White, of 17, St Mary Street, Weymouth, added the plea: "Will you kindly publish one of the enclosed photos of myself, as various naval personnel have written to me in the belief that they have served with me in every ship in the R.N."

Request granted, Fred. But don't blame us if you get floods of letters from all those who really did serve with you and, on seeing the picture, said: "There's old Fred White. I know him. We served together in the . . ."



CAMBRIDGE OFFER TO AID DISABLED

The general secretary of the Royal Naval Association, Capt. R. Tiddy, reports from Headquarters that the Cambridge Branch has a list of members who are willing to provide accommodation, transport, and entertainment for disabled shipmates from other branches.

Cambridge have suggested that all branches should be asked if they are able and willing to look after less fortunate colleagues on short visits to their areas. They point out that any special items of equipment required by disabled persons are usually available from the local branch of the British Red Cross.

"This is a welcome and genuine initiative from the Cambridge Branch and I think we should all say well done and very many thanks," says Capt. Tiddy.

Anyone wishing to take up the offer should contact the secretary of the Cambridge Branch through their own branch secretary.

BRANCH NEWS



Leeds

More than 500 people filled St Michael's Church, Headingley, on February 20 for the branch standard dedication service. The standard was generously donated by the patron, Capt. W. O'Brien.

The band of H.M.S. Ark Royal accompanied the hymns and an officer and six ratings from the carrier attended the service, with two ratings providing an escort for the No. 11 Area standard. Unfortunately, the parade had to be cancelled because of the bad weather.

The Lord Mayor of Leeds, accompanied by the Lady Mayoress, the Area chairman and the branch patron, braved the pouring rain to lay a wreath in memory of fallen shipmates. After the ceremony the guests joined shipmates and their families for refreshments at the Headingley Royal British Legion H.Q.

"Leeds No. 1 Headingley Branch would like to thank all 26 standard bearers and members of visiting branches for their support on a day which will be long remembered," says the branch secretary, Shipmate R. I. Rogers.

The Leeds No. 1 Headingley Branch standard is paraded by Shipmate H. Baker.

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Calling old shipmates

H.M.S. Eskimo will be conducting a rededication ceremony at Chatham on April 29 at 1100. An invitation to attend is extended to anyone who served in the previous H.M.S. Eskimo during the Second World War. Those wishing to attend are asked to contact the Commanding Officer, H.M.S. Eskimo, B.F.P.O. Ships, London, for further details.

Lieut. M. Jackson, of H.M.S. Alacrity, B.F.P.O. Ships, London, would like to hear from anyone who served in any previous H.M.S. Alacrity.

Mr. Thomas Harwood, of 31 Walcot Road, Market Harborough, Leicestershire, would be pleased to hear from anyone who served with him between February 1943 to August 1946. He trained in H.M.S. Ganges and served in H.M.S. Phoenix: Colombo Barracks, Ceylon; and H.M.S. Victorious, visiting Australia, where he had some good runs ashore with his mate Bill Barnes.

Mr. Tom Connolly, of R.R.2, Thornton, Ontario, Canada L0L 2N0, served in the Electrical Branch, 1954-1966, and would like to hear from anyone who remembers him.

Mr. G. E. Warren (ex-SBA, Chatham Division), of 4 Stradbroke, Gosport, Hants PO13 0HA, is anxious to get in touch with anyone who served with him in H.M.S. Moth (river gunboat) on the West River, China, 1925-27.

Mr. Eric S. Marks, of 3 Kendal Avenue, Thornton Cleveleys, Blackpool FY6 2LY, is anxious to contact anyone who served in the Shetlands (H.M.S. Fox), 1940-41. He served in a small radar station on the island of Unst, where the staff kept their own pigs, sheep and poultry. He also remembers, with gratitude, the kindness and hospitality of the island people, and recalls acting as hosts to many Norwegians who had crossed the North Sea in all types of vessels.

Mr. A. J. A. Leys, of 14 Adam Close, Coxheath, Maidstone, Kent ME17 4QU, would like to hear from any former members of H.M.S. Dorsetshire, 1927-1942. He is gathering material for a book and would be particularly pleased to obtain first-hand accounts of the ship's spell on the China Station (1935-37), the Invergordon riots, and her wartime exploits.

Mr. F. Smith, of Light Vessel No. 9, Trinity House Depot, Harwich, Essex, would like to get in touch with any signal personnel who were on board H.M.S. Birmingham when she was torpedoed in 1944. He believes he was the only "bootneck" communications rating — Cpl(S) — on the flag deck at the time of the incident, after which the ship visited the U.S.A. for repairs.

Mr. Robert M. Campbell, of 418 Canada Street, Fredericton, New Brunswick, Canada, would like to hear from anyone who served with him in H.M.S. Rodney (he joined her as a boy seaman in 1939) or anyone who can provide information about plans for a Rodney reunion.

Mrs. M. E. Salmon (ex-Wren writer), of 104 Leopold Road, Ipswich, Suffolk, whose late husband was a cook in the Royal Navy during the Second World War, would like to correspond with any ex-Navy man (she would be particularly pleased to hear from a padre) who has memories of naval life in Lowestoft, Ipswich, and Shotley during the war.

Pulling together at Luton

Members of No. 6 Area, Royal Naval Association, are planning to hold a sponsored row on the River Lea at Luton, on June 25 and 26 to raise cash for a Sea Cadet venture.

It was agreed at the Area annual meeting on February 19 that shipmates should help to fit out a tidal sailing base vessel for the Midland Area Sea Cadet Corps and Girls' Nautical Training Corps to replace T.S. British King, which has been removed from Walton-on-the-Naze by its owner.

A metal hulk has been made available to the Sea Cadets and this is being converted by apprentices at Chatham Dockyard. It will contain living spaces, galley, storerooms, and a boat deck with tackle appropriate to a vessel supporting a number of small sailing craft. It will then provide sailing facilities for the 5,000 or so Sea Cadets in the area. It is hoped that all R.N.A.

branches — and serving personnel — will sponsor the rowers, who will be using two 16ft. ASCs. As well as supporting the British King venture, shipmates can help their local S.C.C. units by donating to them 25 per cent. of the sponsorship money raised.

Offers of help to: Shipmate M.D. Branch, No. 6 Area Secretary, 1 Rushfield Road, Ware, Herts SG12 7JH.

GREETINGS

The Area meeting was held in Diadem House, headquarters of the Luton and Dunstable Branch. Shipmates were greeted by the Luton chairman, Shipmate Alan Smith and the president, Shipmate Peter Lock, who spoke about the solidarity and strength

of the Area. The treasurer, presented a healthy balance sheet.

The following officers were re-elected — chairman, Ted Smith (St Neots); vice-chairman, Ted Holness (Hemel Hempstead); secretary, Doug Gouch (Herts); assist. secretary, Nobby Clarke (Luton); treasurer, Norman Howe (Bletchley).

Abingdon are to host the Area dinner, coupled with the Silver Jubilee celebrations, on September 24.

Bicester

The branch's commissioning meeting was held at the Ashton Club on February 22. Officers were elected as follows — chairman, Shipmate John Hughes; treasurer, Shipmate Les Payne; secretary, Shipmate William Rowe, 9 Orchard Rise, Chesterton; welfare officer, Shipmate Mrs. Betty McCullum. Mr. Harold Reed was made the first vice-president in recognition of the work he did to get the branch launched.

Blaenau Ffestiniog

There's a new name among the branch news, look you! Shipmate D. R. Humphreys writes from Blaenau Ffestiniog (there, we've mentioned it again) asking Navy News to put the branch on the R.N.A. map.

Shipmates from you-know-where spent an extremely pleasant evening at the No. 10 Area get-together at Llandudno on March 10. The buffet was excellent and the band was great, reports Shipmate Humphreys.

Birmingham Central

Shipmates from Lichfield were guests at Birmingham Central's reunion dance at the Nautical Club on March 11. During the successful evening a presentation was made to the secretary, Shipmate Graham Evans, for his long and devoted service to the branch.

Shipmate Larry Mills — who is mine host of the Nautical Club,

with his wife Jean — celebrated his birthday at the same function and it was "sippers all round."

At the annual meeting Shipmate Dennis Watkins was elected as vice-chairman and the other officers were re-elected as follows — chairman, Shipmate Bill Facer; secretary, Graham Evans; treasurer, Shipmate Larry Mills; social secretary, Shipmate Derek Roberts, and welfare officer, Shipmate Stan Ireland.

The branch's new standard bearer, Shipmate George Rutter, an ex-Royal, deserves a mention for his third place in a competition, which he entered at short notice.

Bridlington

Twenty members attended the annual meeting on March 3, when the following shipmates were elected as officers — C. Braithwaite (chairman), G. Wade (vice-chairman), L. Straker (treasurer), J. M. Roberts (secretary). The chairman reported that the membership had dropped to 30.

Donations had been made to the R.N.B.T., Bridlington Unit of the Sea Cadet Corps, and the North Wolds Silver Jubilee celebration fund. This year the branch hopes to hold a Trafalgar Day dinner.

Cork & County

Although it is cut off from the comradeship of branches in the U.K., the Cork and County

Branch is still "on an even keel," thanks to the time and effort of stalwarts like Shipmates Michael McGrath, James (Steve) O'Donoghue, John O'Regan, John "Jumper" Collins, J. J. O'Callaghan, to mention but a few, and the current president, Capt. P. M. B. Chavasse, R.N. (ret.).

Commissioned in 1959, in a small room of a bar in Cork City, the branch grew in strength and enthusiasm, encouraged by occasional visits of H.M. ships. Such visits have now ceased, of course, and the shipmates' contact with serving members of the Royal Navy has been (temporarily, they hope) suspended.

Despite the difficulties, the R.N.A. has been kept afloat and as well as carrying on their own activities, the shipmates have played a leading role in the resurgence of the Royal British Legion in Cork. Social events are held in the R.B.L. premises and the branch is looking forward to its 18th annual dinner. A membership drive is under way and the figure is already 50 per cent. up on the 1975 total.

Members will be extremely pleased to welcome visiting shipmates to their club in Oliver Plunkett Street. "Week-ends are the best time to come," says the secretary, Shipmate T. Ratcliffe.

Continued in Page 25.

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Norfolk's visitor

One of the visitors welcomed on board the guided missile destroyer H.M.S. Norfolk during a visit to Avonmouth was Mr. George Baldwin, of Portishead, who served in the cruiser H.M.S. Norfolk in 1936-37.

George was a main top man, whose mess was next to the cable locker — a pretty uncomfortable place to live, he recalls.

At one time while serving in

the Indian Ocean, George was reported "lost" when he and six other men were left adrift in a whaler while trying to recover a torpedo. During the exercise the Norfolk was ordered to deal with a reported mutiny on board a merchant vessel. Fortunately, they were picked up next day when the cruiser returned.

George is pictured below on the bridge of the destroyer.



MORE R.N.A. NEWS

Dagenham

Shipmate Ken Coffee has been made a Life Member of the R.N.A. in recognition of his service to the branch since 1948. He has held the posts of treasurer and chairman, but is due to move to Norfolk later in the year. His framed certificate was presented by the president, Shipmate L. McGowan, at a general meeting on February 27.

Doncaster

The Navy Minister, Mr. Patrick Duffy, visited the Doncaster club in February, accompanied by the Minister for Employment, Mr. Harold Walker, and the branch padre, the Rev. Ralph Mayland, R.N.R. A former fleet Air Arm pilot, Mr. Duffy was presented with membership forms. Mr. Walker is already a branch member.

The party for senior members was a success, thanks to the efforts of the social committee and the club members who contributed to the "bottle on the bar" collection. After their enjoyable get-together at the Hatfield Country Club, the ladies are looking forward to their week-end in Calais in April.

Shipmates Don Crabtree, branch president, was re-elected at the No. 11 Area annual meeting at Stockton. The branch chairman, shipmate Colin Brunyee, was elected to the Area Council. Among those invited to a "Meet the Navy" night at the City Hall, Sheffield, were the Doncaster president, chairman, vice-chairman, secretary, and treasurer.

Ellesmere Port

Visitors to the club have included shipmates from Maclesfield and a coach load of members of the Chester Burma Star Veterans Association. The captain, officers, and ratings of H.M. submarine Opportune were welcomed during the boat's brief stay at Birkenhead. Branch members paid a return visit to the submarine.

The annual hot pot supper for the branch senior citizens was a big success and, after seeing the guests dancing to the music of a band, some of the younger members wished they were as fit as the seniors!

The treasurer, Shipmate George Booth — a real branch stalwart — stepped down and his place was taken by a pretty,

young ex-Wren, Shipmate Brenda Hannigan. At the same meeting it was announced that another stalwart, shipmate Harry Evans, is to be a Life member.

Gosport

Shipmate Stewart (Jan) Lock was elected chairman at the annual meeting, in place of Shipmate Charlie Earl, who was warmly thanked for his service. After much research, the untiring social secretary, Shipmate Tom Grant, has produced a design for a new club badge, based on the Gosport arms. Ties and badges will be available in the near future.

In the last issue of Navy News, Wear branch mentioned their 206 badges. "We have about 380," say Gosport. "Is this a record?"

Greenwich

The branch is 40 years old this year and shipmates celebrated with a dinner and dance on March 5. Principal guests were the Mayor of Greenwich and her husband and the commander of the Royal Naval College, Cdr. J. R. Hutton, with Mrs. Hutton. The president, Lieut.-Cdr. T. Gentle, R.N.R. (ret.) was in excellent form with his speech to welcome the guests, and the evening was a great success.

Newton Abbot

An ominous note from Newton Abbot... "On the whole things have been fairly quiet since the New Year. No doubt there will be some fireworks at our A.G.M. on the 25th," says the secretary, Shipmate C. D. Lewis. Having lit the blue touch paper, we must wait until next month for the report...

Ramsgate

The 38th annual dinner and dance on February 11 was attended by the Mayor and Mayoress of Ramsgate and 76 shipmates, including representatives of the Burma Star and Dunkirk Veterans Association. After the dinner and speeches,

OBITUARIES

Doncaster Branch, R.N.A. — Shipmates Jack Holdsworth and Mrs. M. McQuaid. **Wear Branch, R.N.A.** — Shipmates George Bell, snr. (ex-AB), James "Jumper" Collins (ex-SPO, founder member of branch), M. Euston (ex-Boatswain).

Gravesend Branch, R.N.A. — Shipmate Frank Foulger. Founder member Memorial service (also for the late Shipmate Sidney Godfrey) at Milton Church, Gravesend, Sunday April 3.

Northfield Branch, R.N.A. — Shipmate Les Stone (ex-stoker PO). Died March 17, aged 69.

presentations were made by the president, Lieut.-Cdr. A. A. Ridgeon, to Shipmate and Mrs. Alf Brechley.

Shipmate Brechley received his Life Membership certificate for his efforts as branch secretary over the past 15 years. His wife, Marjorie, received a lovely ruby-set necklace and matching ear-rings.

Scunthorpe

The branch has firmly dropped anchor at the "15.00 Club," where meetings are held every first and third Thursdays. Members are still talking about the hectic New Year's party, with refreshments provided by the ladies section.

A coach party joined Grimsby Branch members for a chicken and chip supper on February 25 and a party of about 24 shipmates were due to jet out to Spain in March for a holiday in the sun.

Stratford

Members entertained 325 "old ships," wives, and friends to a cottage pie supper, social and dance. With coach loads from other branches in the Area, the event was well supported. Shipmates came from Royal Leamington Spa, Kidderminster, the Royal Naval Patrol Service Association (Birmingham), West Bromwich, and Worcester and some guests travelled from Grimsby.

Stratford's chairman, Shipmate Ken Birch thanked the ladies of the branch for helping out in the galley. Full marks were awarded to Shipmate Dennis Clack, social secretary, for his organization of the cottage pies. Kept hot in the local bakery and escorted back to the galley in Shipmate Clack's van the delectable pies were served up with a generous portion of mushy peas!

A second queue rapidly formed up to "go round the buoy" and not a scrap was left — apart from one plateful which was eventually "dutch auctioned" by Shipmate Pete Griffin (Leamington) with the proceeds going to the branch welfare fund.

Torbay

Principal guest at the reunion dinner and dance was Cdr. W. J. Flindell, training officer of Britannia R.N. College, with Mrs. Flindell. Proposing the toast to the R.N.A. Cdr. Flindell told many amusing stories about the training of officers in the days of the wooden ships and also spoke about officers' training today. The response was by the vice-chairman, shipmate E. V. Bishop. The chairman, Shipmate L. W. Dudley, gave a progress report and outlined the year's activities.

FORMIDABLE EXPERIENCE

The story of a young sailor whose life was saved because an explosion on board the ship blew him straight into a pinnace and not into the icy waters of the English Channel, is told in a recent issue of the Dorset Countryside Magazine.

Stoker R. J. Smith was serving in number two boiler room of H.M.S. Formidable, a pre-Dreadnought battleship, on the first day of 1915, when she was hit by a torpedo about five miles off Start Point.

"The 23-year-old sailor arrived on the deck to find the pinnaces being lowered and men attempting to save themselves in the aftermath of the explosion, when a second tor-

pedo hit number two boiler room, where Smith, had he stayed would have surely been killed. At the time, he was on a boom waiting to get into a pinnace, but the explosion threw him into the water. He scrambled back to the ship the only alternative to a watery grave available at that time, and again clambered on to the boom.

"A third explosion, probably

due to the magazine blowing up, sent him hurtling once again, into the icy waters of the English Channel, clad only in what were then called "fearnaughts," an all-flannel garment. Happily for Smith he landed, not in the water, but on the heads of survivors in a pinnace, pulling away, with a full complement of 70. Naval expletives aside, he was allowed to stay in the boat, the only one to get ashore."

Of the 71 men in the pinnace only 42 survived, some dying even after the boat had been pulled up on to the beach at Lyme Regis. One of the two remaining survivors is ex-Stoker Smith, who is now 85 and lives at Northfleet, Kent, with his wife. He was traced by a Lyme Regis builder, Mr. Roy Emmett, who served as a petty officer in the Second World War aircraft carrier which also bore the name Formidable.

ISLAND WRENS

In just four years the membership of the Isle of Wight Branch, Association of Wrens, has risen from 12 to more than 70. Members meet on the second Monday of each month at All Saints Parish Church Hall, Ryde. Details from the secretary, Mrs. J. Kerr, Troodos, Swains Lane, Bembridge. Tel. Bembridge 2953.

Wantage

At the annual meeting the secretary reported a membership total of 29 (20 full members, including three serving personnel). Many social activities had been cancelled, and invitations refused, during the year because so many members work shifts and unsocial hours, but Shipmate J. N. Thwaite was sure that the branch would continue to be a happy one and grow in strength because of the comradeship and enthusiasm shown by the members.

Wear

Ill health has forced Shipmate George Dawson to give up the duties of Delegate, which he has undertaken for at least ten years.

Wigston

At the March meeting the president, Shipmate Sid Daft, presented the branch with a coloured portrait of the Queen for display in the foyer of the club. A Mediterranean cruise is to be organized for members and families in 1978 (following the successful cruise in 1976) and if any members of other branches would like to join in they should ring Shipmate Doug Wilson on Narborough (Leics) 2343.

Any serving personnel visiting the Leicester area will always be welcome at branch meetings, which are held on the first Sunday of each month (at 11.00) at the Wigston Liberal Club. For details of social events, at which visitors are also welcome, ring Shipmate Brian Trueman, Leicester 881387.

Burnley's golden year

The new president of the Royal Naval Association, Vice-Admiral Sir Ernie Pope, and Lady Pope, have accepted an invitation to the dinner and dance of the Burnley and Pendle District, Association of Naval Ex-Servicemen.

The event, which opens the association's Golden Jubilee celebrations, is to be held at the Crest Motel, Burnley, on Saturday, April 30. Other guests will include the secretary of No. 10 Area, R.N.A., Shipmate C. Matthews; the Mayors and Mayoress of Burnley and Pendle, and the R.N. & R.M. Careers Information Officer at Blackburn, Lieut. L. W. Raynor.

It is hoped that the only surviving founder member, Mr. Jack Yates, will also be present.

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Joint rescue by Group Five trio

Three Royal Navy warships — members of the Group Five deployment — pooled resources to rescue an American seaman seriously injured in a night-time accident off Puerto Rico.

H.M.S. Aurora intercepted a call from the tug Dixie Warrior: a crewman on board a barge she was towing had been knocked unconscious and had lost much blood from a neck wound.

In choppy seas, LMA David Rawson and RO Steve Gale were taken by boat from the Aurora to the barge, where LMA Rawson treated the wound and advised that urgent hospital treatment was needed.

The Aurora asked H.M.S. Tiger to supply a helicopter, and soon a Sea King of 826 Squadron, piloted by Lieut-Cdr. Nigel Whinney, was airborne. The helicopter collected Surg. Lieut. Michael Farquharson-Roberts from H.M.S. Euryalus and lowered him to the barge as dawn was breaking.

Soon afterwards the man was winched into the helicopter and

flown to the U.S. navy base at Puerto Rico.

The Group carried out multiship exercises in the Atlantic on their way to the Caribbean from Gibraltar, with H.M. submarine Churchill frequently cast in the role of target. The other vessels involved were H.M. ships Jupiter, Ariadne, Danae, and Antelope and R.F.A.s Tidepool, Tarbatness, and Green Rover.

On arrival off Puerto Rico the group used the weapon ranges for anti-aircraft and missile shoots. While most of the group went to the Roosevelt Roads base, Puerto Rico, for self-maintenance, the Antelope, Churchill and Green Rover went to the Autec range off the Bahamas.

CHARITY SHOW

On the Atlantic crossing most of the ships held their own "Sods Opera" and selected their best acts to go forward to a "Groupportunity Knocks" show. Two performances were given and £100 was raised for charity. Eventual winners were the Fiddlers Green folk ensemble from the Tiger, who just pipped the Danae's Dropouts.

After individual visits around the Caribbean, the ships are due to regroup in early April for passage to Brazil.

EURYALUS ADOPTED

After years as an "orphan," H.M.S. Euryalus has been adopted... by South Tyneside. The news was received with great pleasure by the ship's company, who voted an unscheduled visit to South Shields in 1976 as their "best run ashore of the year."



Atlantic provides a trophy

While on passage to the Caribbean with Group Five, H.M.S. Jupiter's look-outs spotted a red football floating in the Atlantic. The ball was retrieved, painted silver and mounted on a plinth — to become the official Group Five Atlantic Ball Trophy for inter-ship competitions.

The idea is for a ship to challenge the trophy holders to any kind of game. So far the Atlantic Ball has changed hands as a result of pulling races, shooting, welly throwing, deck hockey, and competitive sea-boat drills.

LA Jim Miller's picture was taken during a hectic game of deck hockey between H.M.S. Jupiter and H.M.S. Euryalus on the Jupiter's flight deck (trophy inset).

SUPERSTARS

The group also organized a Superstars sports event, and on the sailing front another round of the Read Cup competition took place between the Royal Navy and the U.S. Navy Sailing Association. The R.N. triumphed by 40.5 points to 32.5, the winning helmsmen being Lieut. Paul Stanley (Jupiter), Lieut. Colin Watkins (Tiger) and PO Mike Rudd (Aurora).

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Things are looking up for eight Wren radio operators at H.M.S. Claverhouse who wrote to Navy News to complain about the lack of action on their social front. First visitor to cheer them up was comedian **BILL BARCLAY**, pictured here with the far-from-glum looking girls.

Standing (left to right) are **LWREN JEANETTE HOSTY** (no longer in the W.R.N.S.), **WREN YVONNE STABLES**, **WREN SHEENA McRAE**, **LWREN FIONA SLATER**, **WREN DIANE BROWN**, and **LWREN MOIRA NOBLE**. In front are **WREN ANNE BRESLIN** (left) and **LWREN ELSPETH FORSON**.

Photo: Daily Record, Scotland.



The Williams family had cause for double celebration recently. **POWREN ANGELA WILLIAMS**, a radio supervisor, and husband **LAM HAROLD WILLIAMS**, both serving at R.N. air station Yeovilton, were together advanced in their respective trades by the commanding officer of Yeovilton, **Capt. H. J. ABRAHAM**.

The couple met while serving at Yeovilton and live in married quarters at Ilchester. Both are due to leave the air station soon, Angela to R.N.A.S. Culdrose, and Harold to Lee-on-Solent for a third tour with the Fleet Air Arm field gun crew.



CPO ROGER SPARROW has been awarded a Long Service and Good Conduct Medal after 15 years in the Royal Navy — thereby maintaining a family tradition. His father, grandfather and great-great-grandfather were also awarded Long Service Medals. His great-grandfather maintained a naval link by working in the Royal Dockyard at Portsmouth.

CPO Sparrow, who is serving at the Submarine Maintenance and Refit Authority, H.M.S. Dolphin, has been a submariner since 1964. He is pictured with the family medals.

PEOPLE IN THE NEWS



● Using teaspoons, four H.M.S. Fearless stewards ate 12 pints of cold baked beans from soup plates in 7min. 3sec. This amazing feat won them a flight deck competition during the Dartmouth training ship's recent deployment in the Caribbean.

Can any ship do better, ask the Fearless ones. Or are they too windy to try? Remember the rules: teaspoons and soup plates, four men and 12 pints of cold baked beans (the beans were from standard Pusser's six-pint cans).

● In his London Day by Day column in the Daily Telegraph on February 21, Peterborough gave this fascinating explanation of the meaning of the word Peterel, as in H.M.S. Peterel, the patrol vessel which was commissioned in Glasgow (see Page 33).

"The meaning, it seems,

● "Strippers have lost their appeal for today's sophisticated sailors, says Mr. Chris Thorpe, who books acts for Servicemen's clubs. One club chose a poetry-reading night."

— from The Sun.

● U 92-year-old doctor who was serving as an assistant surgeon on H.M.S. Tiger during the Battle of Jutland in 1916, has presented a relic of the engagement to the Royal Naval Museum at Portsmouth. Dr. **HAROLD PERCIVAL** handed over

the 34lb. shell cap from a German 11.9in. armour-piercing shell that crashed into the Tiger's sick bay.

Fortunately for Dr. Percival, he was at his action station when the shell demolished the sick bay.

● H.M.S. Ark Royal is to go behind the Iron Curtain... on film. Rumanian television is to buy the no-holds-barred B.B.C. documentary series about the adventures of the men who serve on the Royal Navy's biggest ship.

● From the Never - throw - anything - away - you'll - never - know - when - it - may - come - in - handy -

Department: H.M.S. Tartar has just received parcels bearing the sticker "On His Majesty's Service".

□ Hecate (Part 1)



H.M.S. Hecate's short visit to Malta in February enabled Third Officer **JOANNE BLACKLOCK** (above) and her brother, Mid. **TONY BLACKLOCK**, to meet for the first time since they both joined the Royal Navy.

Their father was the late Cdr. John Blacklock, and they are descendants of the famous 19th century hydrographer, Sir John Franklin. Tony has been completing a three-month period of training at H.M.S. Hecate, and Joanne is on the staff of Flag Officer Malta.

Photos: LA(PHOT) Brian J. Godfrey

Incidentally, the Hecate's heads of departments are all ex-ratings, something that may be unique in the Fleet. They are pictured here with the survey ship's commanding officer, Cdr. **GEOFF HOPE** (seated centre).

Also seated are Lieut **JOHN BUGG** (left), ex-Special Duties now General List, who is the ship's supply officer, and (right) Lieut. **BARRIE HUMPHREY**, the first lieutenant.

Standing (left to right) are Lieut. **EDDIE MACK** (weapons and electrical officer), Lieut. **TOM SMITH** (Marine engineering officer), and the ship's two other SD officers, Sub-Lieut. **BRIAN GAMMON** and Lieut. **DAVE WYATT**.

Between them, the seven officers total 165 years' of service, and the two longest serving, Cdr. Hope and Lieut. Wyatt, last served together in 1951 as midshipman and boy seaman on board H.M.S. Illustrious.



□ Hecate (Part 2)



Probably unique in the W.R.N.S. at the moment in that she wears the cap tally of a sea-going ship is **Wren JEAN QUARRIE**.

The ship is H.M.S. Thornham, a coastal minesweeper operated by Aberdeen University R.N. unit. The establishment and ship share the same name, so helping Jean to her unusual claim.

Jean is on loan to H.M.S. Thornham from H.M.S. Seahawk to assist with administration.

A cracking good story from Oberon

FROM:
H.M.S.
OBERON
TO: NAVY
NEWS

Please don't think us eggcentric or eggotistical in submitting for publication this eggcellent picture of an eggstraordinary occurrence in Oberon. We feel that even hard-boiled newsmen like yourselves will crack in the face of eggciting news like this — especially as we offer the following item as an eggclusive. Hope you appreciate the yoke.



Photo:
CPO(PHOT)
Eric Thompson.

Leading Cook THOMAS JONES of H.M.S. Oberon really was seeing double when he started to prepare supper for 70 crewmen as the submarine patrolled in the depths of the English Channel. The first four eggs in the batch had double yolks and at one time LCK Jones cracked 34 double yolks in succession. He is claiming this last feat as a record. In two years as a cook on the Oberon, Thomas reckons he has cracked about 16,000 eggs. Until now only one or two had been doubles.

The long and the short of it . . .



Pictured with his Duke of Edinburgh gold award certificate at Buckingham Palace is Mid. MALCOLM DERRICK, at present undergoing training as a helicopter observer at R.N. air station Portland. Malcolm obtained his gold award through 1924 (Shirley) Squadron of the Air Training Corps.
Photo:
Squadron-Leader J. W. Billings.

To cut a long story short, the one on the left is LWREN DORA PERRY, from H.M.S. Nelson, and the one on the right WREN CAROLINE STAIT, serving at H.M.S. Seahawk. Or Half Pint and Lofty to their friends.
Dora ("I'm 5ft. in my shoes") and Caroline, nearer 6ft. than 5, were illustrating what would happen if their kit ever got muddled up when LWREN(PHOT) CLAIRE SPENCE happened along with her camera.



Pictured with a computer printout are (left to right) Rev. DAVID PROSSER (H.M.S. Vernon), Rev. MIKE CHAPMAN (R.M. Poole), Capt. BOB CHARRINGTON (Church Army, Portsmouth Naval Base), Rev. LAWRENCE CAMPBELL (H.M.S. Mercury), Rev. DAVID EVANS (staff chaplain, Portsmouth Naval Base), Cdr. ROBIN MARKES of H.M.S. Centurion, Rev. JOHN DAVIES (H.M.S. Royal Arthur) and Rev. REGINALD SWEET (H.M.S. Daedalus).

Also on the visit were Rev. GWYNDAF HUGHES (H.M.S. Nelson) and Rev. ROGER DEVONSHIRE (H.M.S. Dolphin).

Clutch of clergy visit Centurion

This clutch of clergy at H.M.S. Centurion should convince the most cynical sailor that Drafty's work is on the side of the angels! To give them

background for their welfare work, the Commodore of Centurion, Commodore C.W. Awmack invited 17 Royal Navy Chaplains from Naval Home Command to take a look behind the scenes at the establishment which controls two of the things nearest to every sailor's heart — his pay and his draft chit.

The picture below shows (left to right) Rev. PETER BROWN (Portsmouth Naval Base), Rev. BILL WALTER (R.A.F. chaplains' school), Rev. HARVEY GRIFFITHS (H.M.S. Dryad), Father JIM McCORMACK (H.M.S. Nelson), Cdr. PETER STRELLEY of H.M.S. Centurion, Rev. JOHN DE GROOSE (vicar of Alverstoke), Rev. JOHN RAWLINGS (H.M.S. Collingwood), Father JOHN ELLIS (R.N.H. Haslar), and Rev. STEPHEN FORBES (H.M.S. Dryad) during their tour of H.M.S. Centurion.



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NN/4/77

Three die in Ashanti blaze

Three ratings died when fire broke out in the boiler room of H.M.S. Ashanti while she was in the Bristol Channel on March 3 on passage for Barry. Later the ship returned to Portsmouth under reduced power for expert examination before a decision on her future. The frigate had been carrying out trials following refit and was due to go into reserve.

Men who made determined attempts to rescue their ship-mates were driven back by intense heat and smoke. There were many acts of bravery, said the commanding officer, Cdr., D. I. Rhodes, on the ship's return to Portsmouth. Fire-fighting teams took about an hour to control the fire.

A collection among ship's company members and a grant from the ship's welfare fund are to aid dependants of the men who died, as are donations received from a number of ships, and organizations. One particularly touching donation was from the Stamford House home at Southend-on-Sea, with which the Ashanti has links and which is usually helped by the sailors.

SAR HELICOPTER FINDS FISHERMEN

A search and rescue helicopter from H.M.S. Daedalus recovered two bodies from the sea off Littlehampton after four fishermen died when their 17ft. boat was smashed by high seas and gale force winds.

Admiral Sir Terence Lewin hears the inside story of the exercise control panel from the officer who masterminded the building of the ship control centre simulator, Lieut. Fred Kennedy.



PHOENIX 'LAUNCHES' H.M.S. BOADICEA

(The 'S' stands for Simulator!)

Newly "commissioned" H.M.S. Boadicea, in which hundreds of officers and ratings will train, will never go to sea. It is the name given to a full-scale, do-it-yourself working model of the ship control centre based on the Type 22 frigate.

The simulator, built at Phoenix Nuclear Biological and Chemical Damage Control School, Portsmouth, was opened on February 15 by Admiral Sir Terence Lewin, then Commander-in-Chief Naval Home Command, now First Sea Lord.

With NBCD training such an essential part of officers' and ratings' training, up-to-date facilities are vital — but buying and installing a ready-made operational simulator was found to be both costly and subject to delay when the project was discussed two years ago.

So it was decided to build a working model, based on a mock-up from Yarrow (Ship-

builders) Ltd. Leading light of the H.M.S. Boadicea project was Lieut. Fred Kennedy, Phoenix Maintenance Officer, who spent much of his spare time on the intricate electronic work.

Invaluable help was given by the Shipwrights Weapons, Engraving, Spray Painting and Joiners Shops of Portsmouth Naval Base, the Department of the Environment (Stamshaw) and H.M.S. Excellent Maintenance Workshop.

Many individual components were obtained commercially, but all the cabinets and consoles were hand-made — and the end product is a highly sophisticated replica of the real thing.

Between 700 and 800 officer and rating students pass through Phoenix every year so it is expected that the simulator, which has replaced an old-fashioned cruiser trainer, will be in fairly constant use.

Admiral Lewin commented: "When money is short this is a wonderful example of showing skill and ingenuity and producing results of great professional quality. We want more of this in the Navy."

Others present at the opening ceremony included Capt. Peter Lucas (Captain of H.M.S. Excellent) and Cdr. Jack Duffett (Training Commander, Phoenix).

SUPERB AWARD

When the Royal Navy's latest nuclear fleet submarine, H.M.S. Superb, was commissioned last November, she was presented with a silver replica by her sponsor, Lady Williams, wife of Admiral Sir David Williams, now C-in-C Naval Home Command. The trophy was to be presented periodically to the member or members of Superb's company who had achieved most.

The first award has been made to the ship's diving team, led by Lieut. N. M. Chambers, and was presented by Flag Officer Submarines, Rear-Admiral J. D. E. Fieldhouse, during a visit to the Superb while she conducted trials in the Clyde areas.

The Superb paid her first visit to Plymouth on March 3 when she joined the Second Submarine Squadron for operational duties. She joins her sisterships, Swiftsure and Sovereign, and the earlier fleet submarines Valiant and Warspite.

R.N.R. gets its first new ship

H.M.S. Peterel, the first new ship to join the Royal Naval Reserve, commissioned in Glasgow on February 12. The patrol vessel, which is armed with a 40mm Bofors gun, will be used for seamanship training by the Glasgow Division, H.M.S. Graham.

After the ceremony the commissioning cake was cut by Mrs. Anne Cowan, wife of the captain of H.M.S. Graham, Capt. David Cowan, R.N.R. As shown in the picture (left) she was assisted by 16-year-old JRO Paul Mullery. On the

extreme left is Cdr. Martin Frame, R.N.R., executive officer of H.M.S. Graham.

The last ship to bear the name Peterel was a 310-ton river gunboat, which was sunk by the Japanese at Shanghai in December, 1941.



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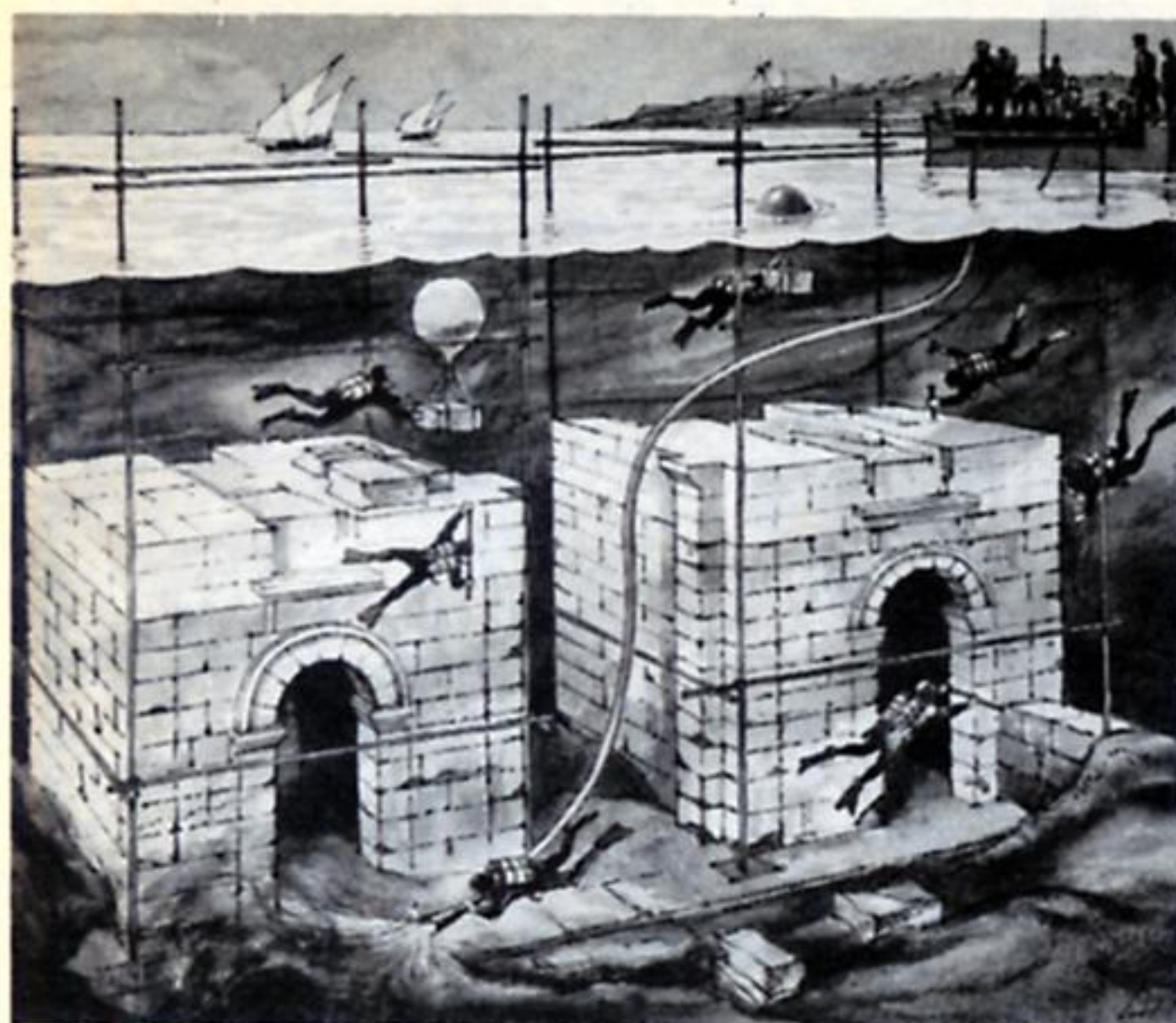
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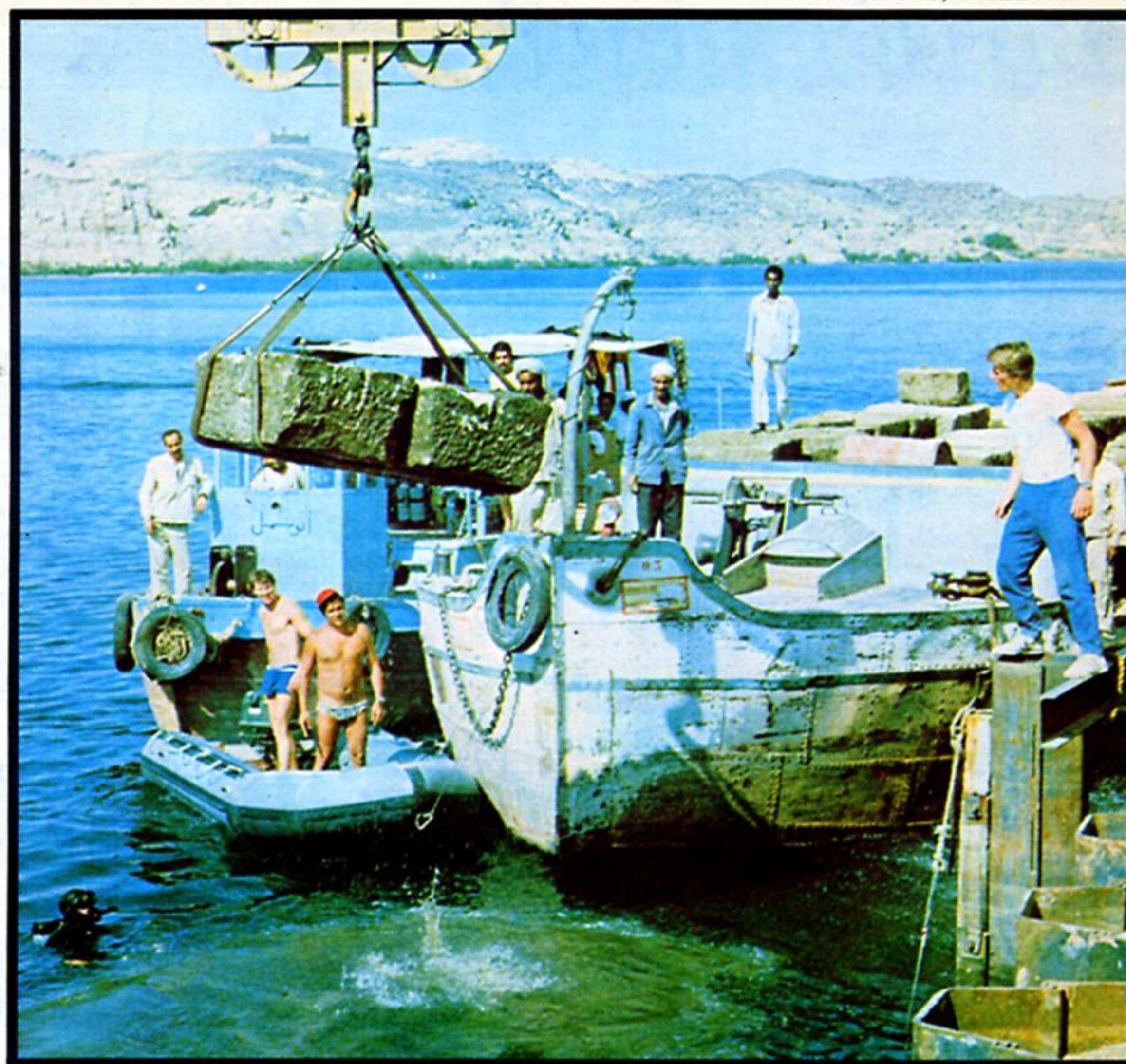
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The artist's impression (left) gives an idea of the work being done at Philae. Divers can be seen scraping away tons of mud, measuring each stone, chipping away concrete, and lifting the blocks with the aid of flotation bags. By the end of this month, 450 stones will have been lifted.



Above — Royal Navy and Egyptian divers watch as hard-won blocks chiselled from the Gate of Diocletian are lifted by crane from the waters of the Nile. By the end of this month the job should be complete. The Roman monument will then be re-erected, with other buildings recovered from Philae, on the nearby island of Agilkia.

The gate they took from the Nile

At the end of this month Royal Navy and Egyptian Navy divers hope to complete one of their strangest tasks — salvaging a Roman monument from the waters of the Nile at Philae near Aswan.

Since October, the divers of both nations have been working on the recovery, stone by stone, of the Gate of Diocletian.

Built in the Third Century AD, and despite losing a central, linking arch, the two remaining archways seemed destined to last for ever. Yet when the Aswan High Dam was completed in 1970 the face of this particular stretch of the Nile was changed — and the Gate of Diocletian disappeared from view.

In two years, the gateway should again be seen; re-erected with other monuments of Philae on the nearby island of Agilkia. Tourists will again see evidence of Rome's power, and wonders of Ancient Egypt such as the Temple of Isis.

Visitors will learn of the fantastic operation mounted by UNESCO and the Government of the Arab Republic of Egypt to save the building known as the Pearl of Egypt. And of the part played by naval divers.

The Royal Navy's contribution has involved

the Ministry of Defence (D.N.W.) and H.M.S. Vernon, the co-operation of ships' commanding officers, and a lot of hard work for Lieut.-Cdr. Ed Thompson, leader of the R.N. effort at Philae, and his men.

Apart from short spells of leave, Lieut.-Cdr. Thompson and his deputy, PO (Diver) Mick Kester, have been in Egypt since October. Divers from H.M.S. Vernon and ships of the

**Story by Peter Howard
Photographs by
CPO(PHOT) Mike McKnight**

Fleet, working for periods averaging six weeks, have given the team a changing face.

For the Royal Navy, Philae has meant the chance to give a number of divers experience of working in a foreign country with divers of another nationality. It is also a rare, and very worthwhile project.

As Lieut.-Cdr. Thompson is quick to stress: "This is not basic training. The divers have arrived with that behind them. The work has been hard and we cannot treat these stones carelessly."

"I can't speak highly enough of the way the young lads have worked," says the man who struck up excellent relationships with the Egyptians during operations to clear the Suez Canal, and earned the M.B.E. for his efforts.

The R.N. and Egyptian Navy divers have had to move tons of mud, chip away concrete placed on the monument about 50 years ago, measure and mark every stone, and secure them for removal by flotation bags.

The men of both nationalities have enjoyed the experience of working together. "With divers, hands talk. So there is no language problem under water," says PO Kester. Above water? Commander Shafik Wahdan, leader of the Egyptian team, answers thus: "Most of my men got to know British divers in the Suez clearance, or learned their English from Americans. We find much to admire in each other."

Although working a six-day week, the British divers have still managed to see some fascinating sights, like the Temple of Abu Simbel, or the huge Aswan High Dam. Some have managed sailing, felucca-style, on the Nile, and others have tried riding camels.

Surrounded by the glories of Ancient Egypt, it is not surprising the R.N. divers have a new respect for this historical period. Their presence in Aswan has delighted the locals, and surprised the tourists.

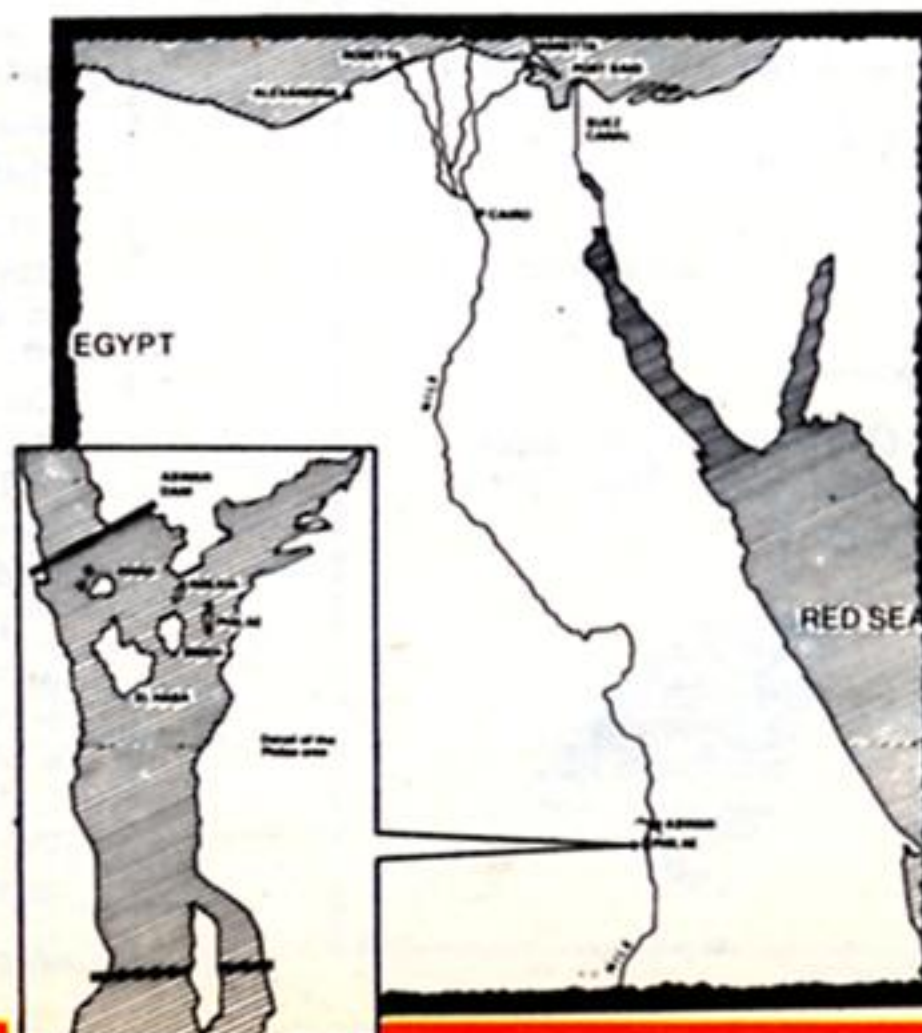
One American, surveying the blue tracksuits with their bold RN DIVING TEAM lettered on the back, asked: "Who are those guys diving against? Are they Olympic hopefuls?"

As most of the R.N. divers would agree, there will be tremendous satisfaction for them when they know the Gate of Diocletian is safe.

"To think it will stand for thousands of years, and know we helped bring it to the surface... well, it gives you a thrill," is the view of AB(D) Paul Baragwanath.

When the ancient gate is re-erected there will be a plaque to tell tourists of these Royal Navy and Egyptian Navy divers.

Thanks to their efforts, the Gate of Diocletian will again stand under the Egyptian sun.



Above — Led by Lieut.-Cdr. Ed Thompson, members of the Royal Navy diving team at Philae stroll in the courtyard of the Temple of Kom Ombo, 26 miles from Aswan.



Above — AB(Diver) Paul Baragwanath (left) and LS(Diver) Peter Bell take a camel break from diving duties at Philae.



Above — Thumbs up from a diver in the water to a colleague on the pontoon. Beneath the flotation bag is a stone from the Gate of Diocletian. In the background is the island of Agilkia, now re-shaped to look like the original island of Philae and awaiting the re-erection of Philae's ancient monuments.

HELPING HANDS

Taking the plunge

Right: Taking the plunge on a cold winter day are four of the 24 electrical mechanics from H.M.S. Collingwood who raised more than £100 with their "sponsored assault" in aid of South Africa Lodge Children's Home, Waterloooville. (See 'Good effort, Collingwood!')

Above: "Hands to bathe" is one thing — swimming in the chilly waters of the South Western Approaches is another. But when you're raising money for charity, there's a certain financial appeal in swimming around a submarine in water as cold as 51F.

The sponsored swim took place when H.M.S. Cachalot was 200 miles south of the Scilly Isles. Two volunteers, SEA "General" Booth and MEM1 "Pony" Moore plastered themselves with stern gland grease and completed a circuit, raising £15 for the Royal National Lifeboat Institution and earning themselves a nip of Scotch as a reward from the commanding officer, Lieut.-Cdr. N. J. K. Crews.

Cheque from the Ashanti

A cheque for £100 was presented by Sub-Lieut. Will Harrower to one of H.M.S. Ashanti's "adopted" children at Stamford House, London.

With him when he called were PO Edward Buckett and MNE Rodney Woods and their visit coincided with that of B.B.C. football reporter Bob Wilson and a television camera team, resulting in a brief appearance for them on the subsequent B.B.C. 1 programme.

Money from the Ashanti will be used to rebuild the home's playground.

A tragic accident to a petty officer cook has created a bond between H.M.S. Blake and the Buckinghamshire village of Chinnor.

When the helicopter cruiser was at Kiel, Germany, Mike McGoldrick had an accident while swimming, breaking his neck and suffering paralysis from the chest down.

For the past eight months, while Mike has been at Stoke Mandeville Hospital, he has been visited regularly by the Blake cooks, who have also dropped in at the Crown public house in the village.

Bed-push

There the editor of the local paper heard about Mike's accident. Publication of the story brought an instant response from the Chinnor families, who helped to buy a portable television plus a special multi-angled stand.

Now H.M.S. Blake is going to repay some of the kindness

by holding a sponsored bed-push from Portsmouth to Chinnor to help the village's Jubilee Fund.



In the picture, Mr. Brian Jackson, chairman of the local parish council, shakes hands with Mike McGoldrick at Stoke Mandeville Hospital, when the paralysed petty officer cook from H.M.S. Blake was presented with the television on a special stand.

The group includes Chief Cook Bob Shaw (bearded, on right) and others from his department of the cruiser.

London hits the high notes

A sponsored run around the upper deck of H.M.S. London by 36 members of the ship's company raised £700. The guided missile destroyer was hoping to raise £1,000 in all to give to the Great Ormond Street Hospital Research Appeal during the ship's visit to the Pool of London at the

end of March.

Among those due to visit the hospital were the London's volunteer band, who have recently played at hospitals, orphanages and children's homes in Funchal, Cherbourg, Oporto, Lisbon and Brest.

BLAKE AND MIKE THANK A VILLAGE

Cadets help museum

The Royal Marines Museum appeal fund has benefited by £400 thanks to the efforts of the officers, cadet instructors, and Royal Marine Cadets of Kingston-on-Thames.

★ ★ ★

A team of ratings from H.M.S. Vernon, led by CPO Mike Vickers, picked up 70 bags of litter from 800 yards of Climping beach, West Sussex. The Vernon volunteers were the first to take part in a West Sussex County Council voluntary clean-up operation.

★ ★ ★

The Sultan Club has given a second large cheque to the St Mary's Hospital Renal Unit, Portsmouth, to sponsor kidney research. Last autumn the H.M.S. Sultan club gave the unit £156 after emptying its swear box. The latest gift is for £222, part of which was raised by a "rent-a-tie" scheme started by the club manageress, Mrs. Pam Wedge.

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GOOD EFFORT, COLLINGWOOD!

A great deal of physical effort expended by ratings under training at H.M.S. Collingwood has resulted in the raising of nearly £400 for children at homes in Hampshire and Essex.

On a cold and wet February day, 24 electrical mechanics tackled the Collingwood assault course in six teams of four. Fifty laps later their sponsored efforts had raised more than £100 for South Africa Lodge Children's Home at Waterloooville, near Portsmouth.

The "sponsored assault" came about after the men from Collingwood had spent a week-end at the Lodge clearing the boundary drainage ditch.

The Dr. Barnardo's Home at Ilford, Essex, was another recipient of money raised by young sailors serving at Collingwood. It benefited by £277 from a sponsored swim and a sponsored cycle ride.

A class of ordnance electrical mechanics led by PO Colin Bibby built three summer houses for the physically handicapped wing of the Ilford home and

so enjoyed their week-end that they decided to raise money for a special gift.

Five of the sailors raised £114 by a marathon swim at the St Vincent swimming pool in Gosport, while seven other stalwarts from the class raised £163 by completing a 100-mile cycle ride through the Hampshire countryside.

It is hoped that the money raised will buy a colour television set for the Dr. Barnardo's children.

More charitable work by the Fareham establishment: trainee electrical mechanics from Collingwood spent a week-end under canvas while working on a Silver Jubilee countryside project at Midhurst, West Sussex, which will be known as "Queen's Walk."

And a disco night held at the Collingwood Club raised £87.30 for the British Red Cross Society. The money was presented to Mrs. Flynn, Chairman of the Appeals Committee of the Society's Fareham branch, by CPO Gavin, club chairman at the naval establishment.

AWARDS FOR HERALD MEN

When H.M.S. Herald visited Cardiff the Deputy Lord Mayor, Mr. W. H. Carling, presented a Royal Humane Society award to MEM1 N. Toomer and Navy pentathlon colours to STD T. Glenn.

The survey ship is at present operating in the Celtic Sea to update century old charts now

that the region is of increased interest in the offshore oil and fishing industries.

Detached parties have completed a survey of Newquay Bay and are now in the Jack Sound area of the Pembrokeshire coast. The Herald flight has been taking aerial photographs which will be used in the revision of charts of the adjacent Welsh ports between Newport and Milford Haven.

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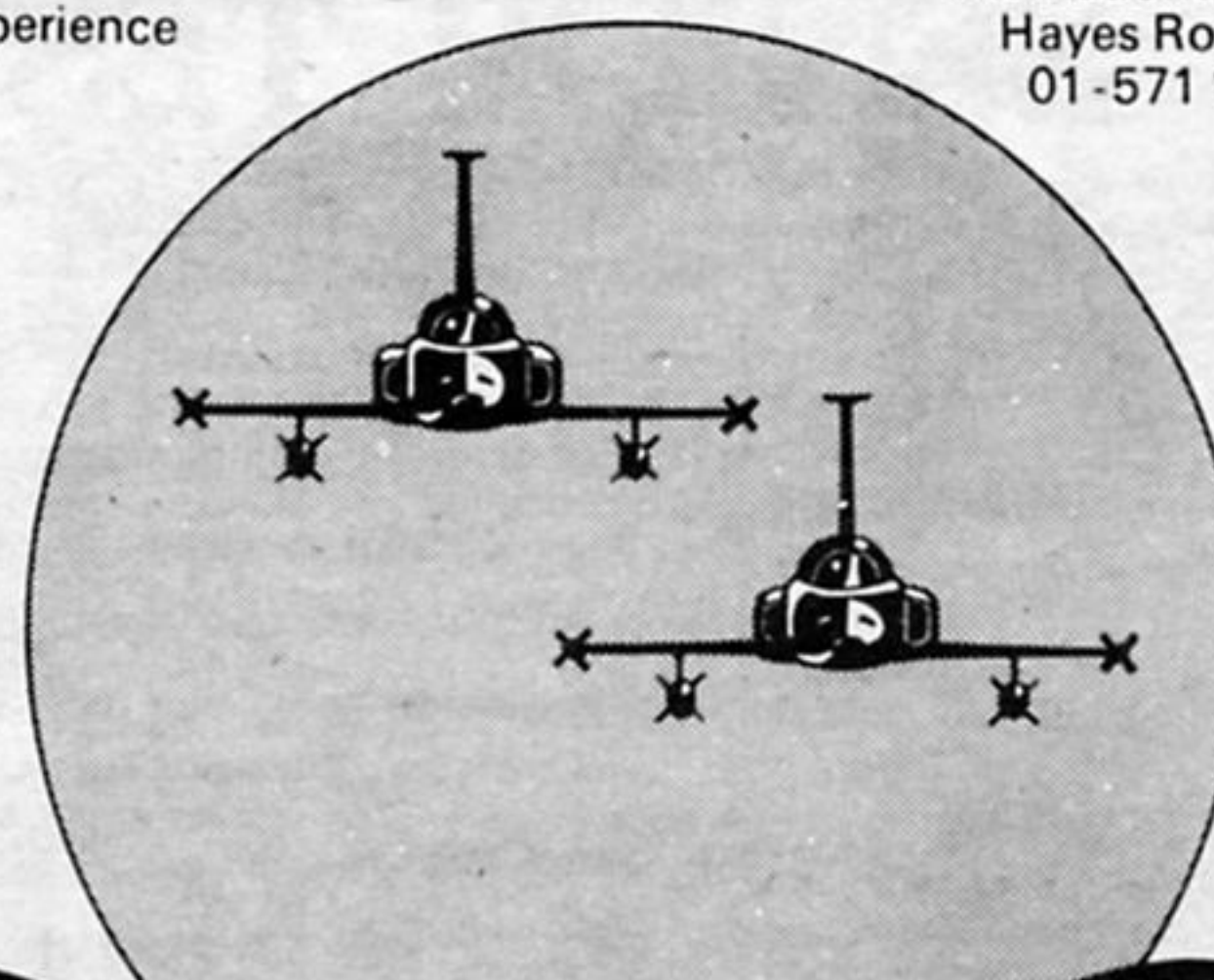
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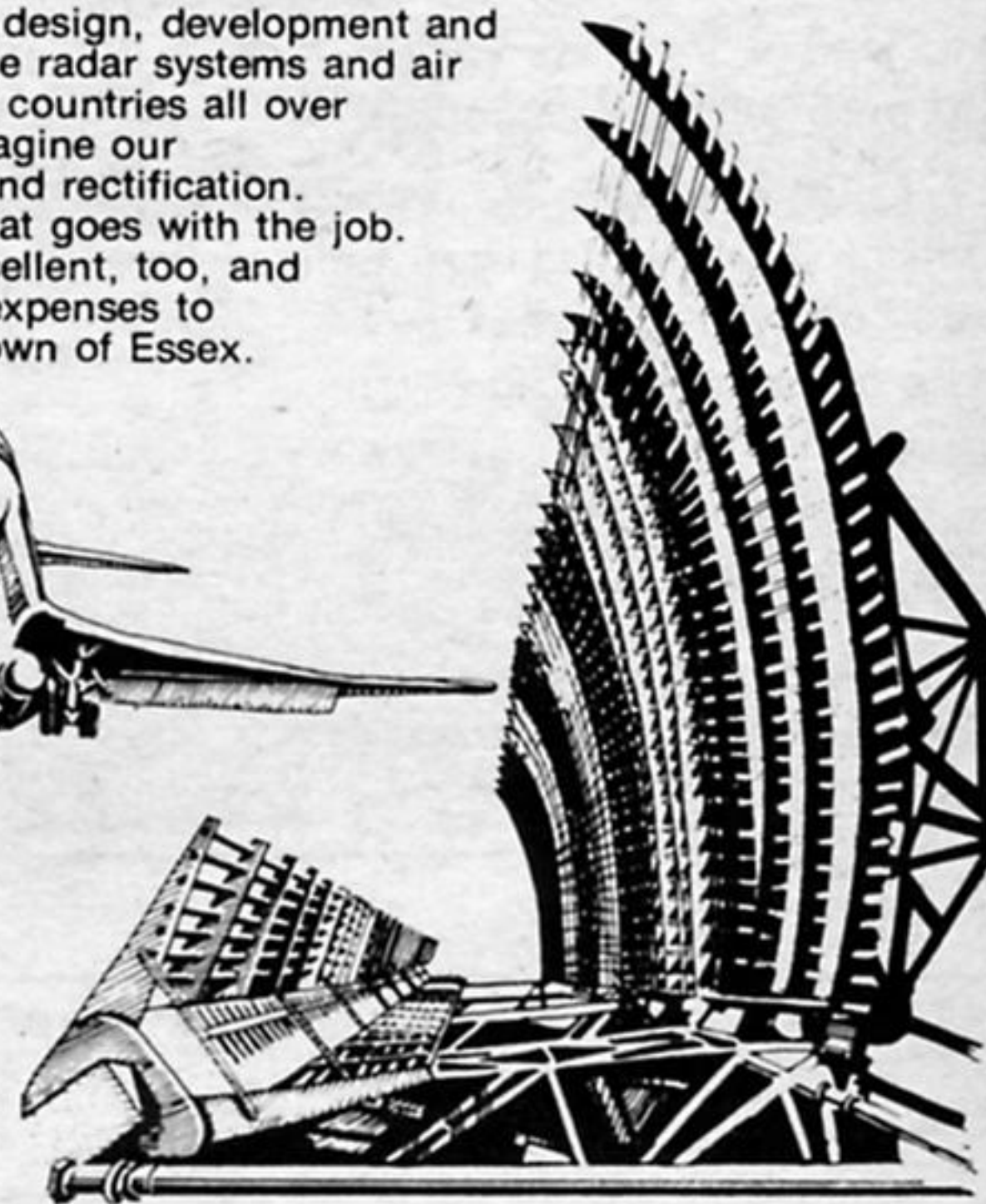
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SPORT

Navy trail as Army show class

A powerful Army team emerged as worthy victors at R.A.F. Uxbridge in a 1977 Inter-Service squash championships that improved on the increasingly high standard of recent years, writes Mike Benson.

With two current internationals in their team and considerable strength in depth, the Army will be difficult to beat for years to come.

The Navy, who have not won the overall tournament since 1954, also lost to the R.A.F., who included one international and four county players in their team.

It was not, however, a disappointing result as Navy champion Lieut.-Cdr. Robin Bawtree was away at sea, and in squash it is rare for courage and determination to triumph over superior skill.

ENTHRALLED

All the Navy players acquitted themselves well, and Mid. Paul Chaplin in particular staged two magnificent rearguard actions which had a packed gallery enthralled.

When he is able to play more competitive squash next season he should regain the touch that made him Navy champion in 1976.

Highlight of the tournament from the Navy viewpoint was a magnificent win by MECH1 Frank Smith over a very talented Army opponent. After a disappointing season and a poor match against the R.A.F., Smith suddenly found his best form to produce the finest squash of his career.

SPARKLING

His sparkling performance restored much Navy pride, particularly as it produced a statistically better result against the Army than that achieved by the R.A.F.

Although the tournament out-

Table tennis treat

The Combined Services individual table tennis championships will be held at R.A.F. Stanmore Park from April 26-27. Closing date for entries is April 6. A major attraction at the championships will be an exhibition match by two members of the current England squad.

Further details can be obtained from Squadron-Leader G. W. Millward R.A.F., Hon. Secretary, R.A.F.T.T.A., MOD Room 1363, Main Building, Whitehall SW14 2HB.

PORTSMOUTH

In a tri-command table tennis tournament at H.M.S. Heron last month, Portsmouth easily defeated Naval Air Command and Devonport. Portsmouth beat Naval Air 9-0 and Devonport 7-2. Devonport beat Naval Air 8-1.

Portsmouth also dominated the individual events, providing winners and runners-up in both the singles and doubles competitions.

In the singles, D. Halliday beat S. Baker, and in the doubles Baker and S. Ward beat Halliday and G. Yu.

lined again the advantages enjoyed by the other two Services in the coaching and development of young players, the performances of Smith, MECH1 Irvine

SQUASH

Pratley and ELMN Geoff Huggins over the last few years have shown it is possible to take up the game at a comparatively late stage and aspire to Inter-Service standards.

The formula is simple: play four times a week for at least two years, always against slightly better opponents. The increasing involvement of Service players in competitive civilian squash is already boosting standards.

v. SOLDIERS

In the Sailors v. Soldiers match, Geoff Huggins won confidently at first string, but the remaining players were defeated by stronger opponents.

The Navy team consisted of Lieut.-Cdr. Phil Pool, MECH1 Irvine Pratley, Mid. Paul Chaplin, MECH1 Frank Smith, and Lieut. Jolyon Ralston. In the Sailors team were ELMN Huggins, AMN1 Phillipson, PO Beaton, Sgt. Best and PO Stubbs.

Championship scores were — R.N. 1, R.A.F. 4; R.N. 1, Army 4; R.A.F. 1, Army 4.

Naval Air beat Portsmouth to badminton title

Naval Air Command and Portsmouth were very evenly matched throughout the inter-command badminton championships held at Faslane.

As the last three matches of the competition started, Air Command needed just one more win to ensure overall victory. A nail-biting finish was certain when all three matches went to three games, before Lieut. Ron Lang and FCPO Bob Charlton beat their Portsmouth opponents to clinch the title for Naval Air Command.

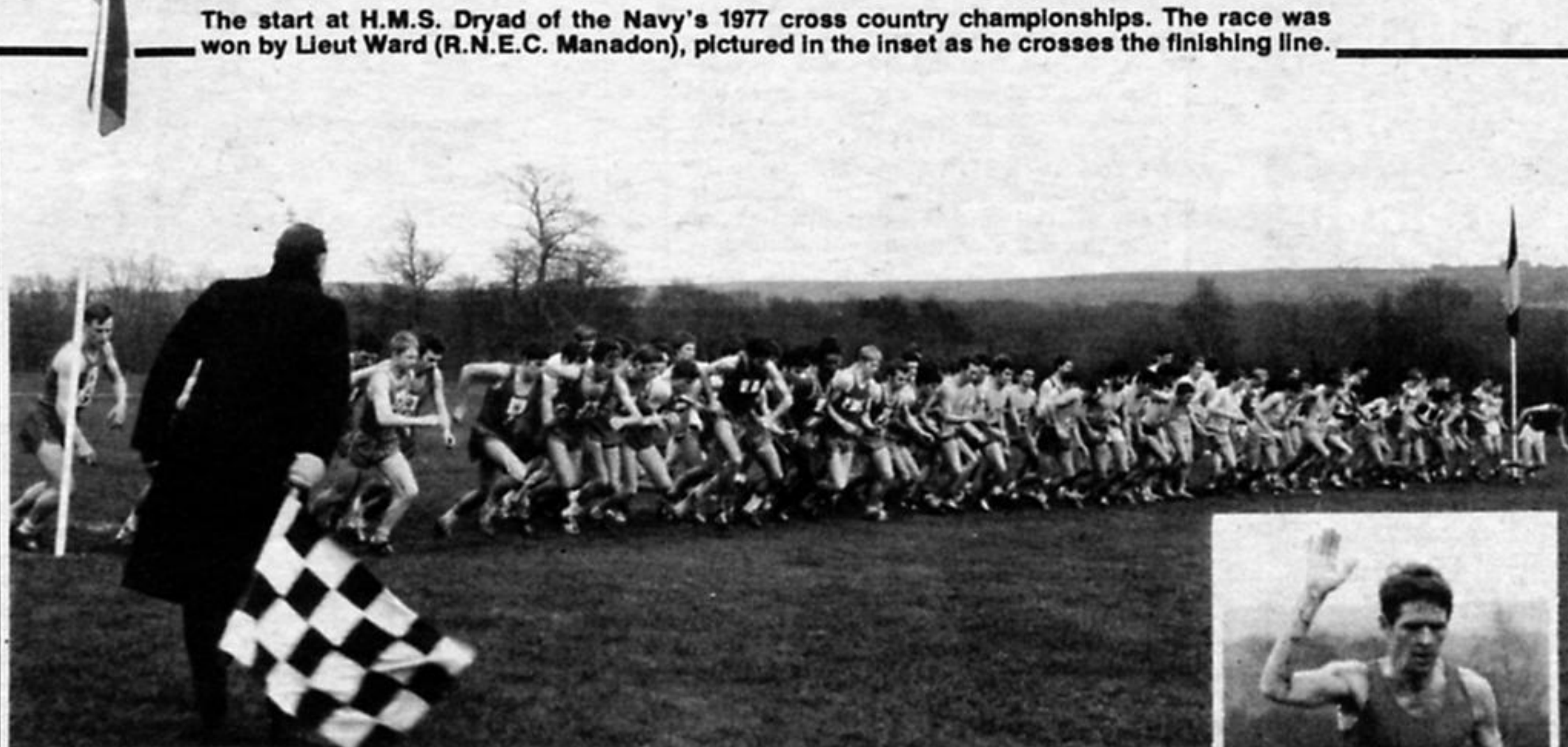
Biggest upset of the championship was the form of NA(AH) Peter Smale from Leuchars. Playing No. 1 singles for Air Command, he won all his games, including a victory over MNE Steve Parker, who was generally considered the best singles player in the Navy.

Before joining the Royal Navy in 1975, NA Smale played badminton for Derbyshire at both junior and senior levels.

Final placings in the inter-command championships were — 1, Naval Air Command (40); 2, Portsmouth (39); 3, Royal Marines (32); 4, Scotland (14); 5, Devonport (5).

NAVAL AIR

Naval Air Command's badminton championships were won



The start at H.M.S. Dryad of the Navy's 1977 cross country championships. The race was won by Lieut Ward (R.N.E.C. Manadon), pictured in the inset as he crosses the finishing line.

Airmen win cross country crown

Lieut. Rees Ward (R.N.E.C. Manadon) won the Royal Navy's senior cross country championship for 1977 over a wet and heavy course at H.M.S. Dryad. He was followed home in the senior individual competition by POPT Terry Osbourne (Raleigh) and AB Steve Hall (Laleston).

The three front runners established an early lead and were out in front for most of the way. All three were selected to represent the Navy for the Inter-Service challenge.

Naval Air Command won the senior team competition. Full placings were — 1, Naval Air Command; 2, Portsmouth; 3, Plymouth; 4, Royal Marines; 5, Scotland; 6, Medway.

MNE S. Dalglish (45 CDO) won the junior individual title, with MEA APP Hobbs (Caledonia) second and SEA Collinge (Blake) third. The junior team positions were — 1, Portsmouth; 2, Plymouth; 3, Naval Air Command; 4, Medway.

The Navy finished last in the

Inter-Service cross country championship at R.A.F. Halton on March 11. On a flat, dry, speed course — quite the opposite of the course on which the Navy's championship was decided — the R.A.F. came in first, with the Army second.

Lieut. Ward finished fourth, PO Osbourne 15th and AB Hall 16th in the individual placings. At Woodford, North London, on April 30, the Navy meets Woodford and the Army for a triangular athletics fixture.

AGGREGATE LEAGUE

After an exciting season in

Rees Ward 62nd for Scotland

Lieut. Rees Ward finished 62nd out of about 250 runners in the World Cross Country Cup team race at Dusseldorf on March 20. He was the fifth Scot home in a team effort that pushed Scotland into seventh place. Belgium, England and the Soviet Union filled the first three places.

Ward was delighted with his running over a 7½-mile course slowed by a dozen or so very tight turns. His time put him less than a minute behind the winner, Belgium's Leon Schots, and was an excellent showing in what is a very hotly contested international event.

New swim coach is appointed

The Navy's new swimming coach is CEL(A) Sandy Hindshan, a 38-year-old Scot who has been much involved with the sport in Gosport in recent years.

He founded the St Vincent Swimming club in Gosport and was for three years assistant coach to Dave Haller at Southampton.

CEL(A) Hindshan takes over from RO Wally Parsons, who has left the Navy to take up a position in the administration of British long distance swimming. RO Parsons represented the Navy and Combined Services at breaststroke on many occasions, and also swam for England.



POEL(A) Colin Carthy (Osprey) and POPT Andy Cullen (Daedalus) were well to the fore all season and finished second and third respectively. LWTR Mick Reed of Osprey finished fourth.

Of the 39 teams in the league, 13 were from naval establishments.

CULDROSE

Lieut. Danny McFadzean won the annual spring term cross country held at R.N. air station Culdrose. Second was LA(PHOT) Dick Birkett. In the team events, the senior race was won by the Air Engineering Department and the junior race by 771 Squadron.

Stan weighs in with a hat-trick

CPO Stan Robinson, a marine engineering mechanic serving at H.M.S. Sultan, collected a hat-trick of records recently while competing for Hampshire against Buckinghamshire in an inter-county weightlifting match.

Lifting at heavyweight, he succeeded with 205lb. snatch, and 271lb. clean and jerk for a total of 476lb.

After three years at sea, CPO Robinson is returning to active athletics this season. Coached by FCPO Dinger Bell, he hopes to make an impression on the Navy hammer record before leaving the Service at the end of the year.

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SPORT

BOXING • GOLF PROSPECTS • W.R.N.S. HOCKEY TITLE

Kelly is top R.N. sportsman

Navy and England welterweight Paul Kelly has been nominated the Royal Navy's Sportsman of the Year for 1976. The award comes in the form of the Service's prestigious NATO Trophy, the recipient of which is decided each year by the R.N. and R.M. Sports Control Board.

LPT Kelly, 22 next month, has built a formidable reputation in the ring. A stylish southpaw, he has twice held the Navy and Combined Services titles at light-welterweight, and twice at welterweight. At the lighter weight he also won a much-coveted A.B.A. title.

He has boxed for England ten times, twice at Under-19 level and eight times as a senior. On three occasions he has captained his country.

Kelly, a Yorkshireman, is currently serving at H.M.S. Nelson.

Boxing coaches coached

Six prospective naval boxing coaches were put through their paces during a recent course at Plymouth under the guidance of POPT Mick Shone (Drake) and POEL Jan Duke (Ark Royal), both former Navy boxers and now qualified coaches.

The successful six were MA Phil King (CTC R.M.), Lieut. Bernie Bruen (Gavington), POMEM Ron Thomas (Drake), LPT Buster Brown (Heron), POPT Alf Newman (Raleigh) and POPT George Cowlam (Mohawk).

Lieut. Bruen was the first officer to qualify under the present system. The course was examined by CPO Tony Oxley, the Royal Navy coach.

Navy boxer wins Blue

Acting Sub-Lieut. Alasdair Docwra won a boxing Blue for Cambridge last month and also had the satisfaction of beating an Army opponent.

Sub-Lieut. Docwra, who is reading geography at Christ's College, stopped his Oxford opponent, Second Lieut. I. Bryden of the Scots Guards, in the second round of their light-heavyweight contest in the University match.

Triathlon win

The Navy's juniors did well to win the 1977 Southern triathlon championship considering the high standard of performance. MNE C. Nesbitt (CTC R.M. Lympstone) finished first overall, with CK J. Pike and SEA M. Flaherty (both H.M.S. Excellent) 20th and 38th respectively.

The Navy team was second overall at the R.A.F. championships, in which MEM J. Nowak (Fearless) was placed third overall.

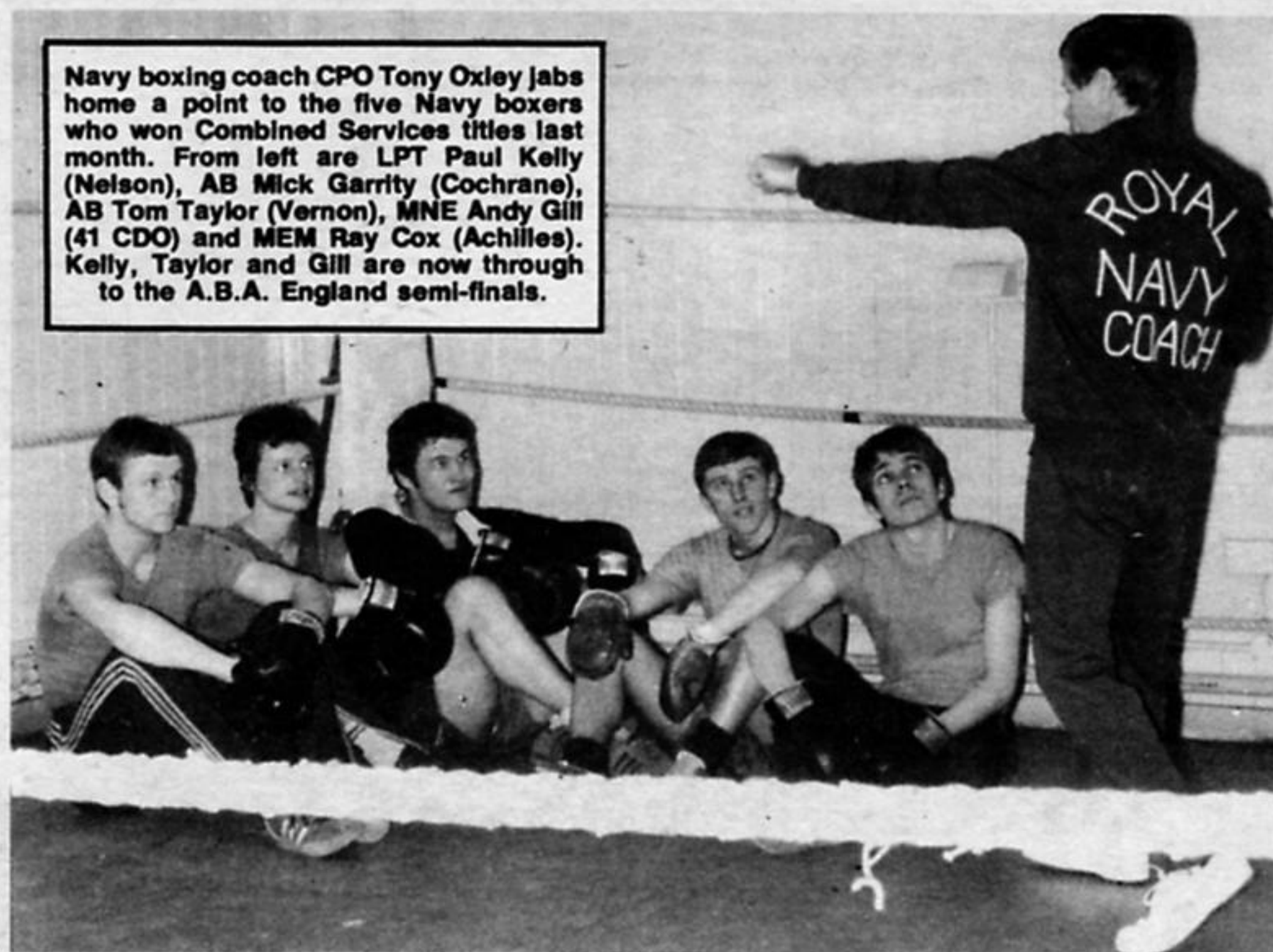
Two up to Fearless

H.M.S. Fearless scored a double over H.M.S. Hermes in the first rounds of the Maxi-ships soccer and rugby competitions. The Fearless won a tense rugby match by six points to three, and the soccer by three goals to two.

Trevor Joyce

The former Royal Navy long distance runner whose death was reported last month was of course Trevor Joyce, and not Trevor Jones as stated. The error is very much regretted.

Navy boxing coach CPO Tony Oxley jabs home a point to the five Navy boxers who won Combined Services titles last month. From left are LPT Paul Kelly (Nelson), AB Mick Garrity (Cochrane), AB Tom Taylor (Vernon), MNE Andy Gill (41 CDO) and MEM Ray Cox (Achilles). Kelly, Taylor and Gill are now through to the A.B.A. England semi-finals.



Navy trio in England A.B.A. semi-finals

Following its most successful assault ever on a Combined Services championship, the Royal Navy has three boxers through to the A.B.A. England semi-finals at Hull on April 6. The three are LPT Paul Kelly, AB Tom Taylor and MNE Andy Gill.

All three followed their success in the Services' match at R.A.F. Cosford by winning for Combined Services against Western Counties at Bristol on March 18. This tournament is an A.B.A. England quarter-final.

Two other Navy boxers, MEM Ray Cox and AB Mick Garrity both lost at Bristol against very strong opposition.

Earlier last month, the Navy had won five C.S.B.A. titles at R.A.F. Cosford, despite the absence of England internationals Wayne Green and Nick Croombes of H.M.S. Tiger.

WINNERS

MEM Cox (Achilles) took the flyweight title, AB Garrity (Cochrane) the featherweight, MNE Gill (41 Cdo) the lightweight, LPT Kelly (Nelson) the welter, and AB Taylor (Vernon) the light-heavy division.

It was a performance that earned fulsome praise from Navy coach CPO Tony Oxley.

Gill and Garrity came in for particular mention. Both had to box twice at Cosford, each time against the reigning Army champion before winning through to the final.

BAD ROUND

Garrity, boxing with a damaged wrist, met R.A.F. Sgt. R. Rigg in the featherweight final and had a bad first round. But Rigg, who beat Garrity in the R.A.F.-Navy match earlier this season, caught a punch in the second round that knocked him out for nearly two minutes.

Superb footwork and left hand jabbing by Gill kept out former Combined Services champion Hutchinson in a classic bout that pitted boxer against fighter. Hutchinson pounded away, but could not stop the young Marine earning a unanimous points decision.



Action from the Navy Women's match against the Army at the United Services ground, Portsmouth. WREN Penny Riggs (white shirt, left) and LWREN Yvonne Russell move into position for a pass from CWREN REG Deidre Watkinson (No. 4). The Navy won 2-1.

W.R.N.S. keep hockey title

By beating the R.A.F. 2-0 and the Army 2-1, the Navy retained their grip on the Women's Inter-Service hockey championships.

The W.R.N.S. side began their defence of the title at Portsmouth with a clear victory over the R.A.F. girls. For the Navy CWREN Jane Walsh and WREN Penny Riggs scored the important goals. Penny Riggs was again on target for the decider against the Army.

She slammed in the winner from a rebound off

the goalkeeper's pads after the Army had equalized CWREN REG Deidre Watkinson's successful penalty flick.

After the tournament, six of the W.R.N.S. side were selected for the Combined Services squad. They were Jane Walsh (Nelson), LWREN Ethel McMahon (Daedalus), LWREN Yvonne Russell (Nelson), WREN Helen Bradford (Dolphin), WREN Vickie Campbell (Dolphin) and Penny Riggs (Seahawk).

NAVY GOLF: A SEASON FOR HOPE?

Although it would not be right to be too pessimistic, it would also be unrealistic to expect the Navy golf team to win all their matches this season, writes JOHN WEEKES.

Partly due to the comparatively easy conditions last summer there are several golfers in the Navy with a handicap of five. However, opposition teams usually field players with handicaps varying from scratch to four, and there is an obvious disparity in golfing skill which is best overcome by enthusiasm and tenacity — both qualities our golfers possess to the full.

Playing number one for the Navy as he did last year will be Lieut. Malcolm Edmunds of H.M.S. Collingwood. He now plays to a handicap of two and also turns out for Hampshire, for whom he has an unbeaten record in county matches.

AT SEA

As usual, going to sea must take precedence over golf, and the Navy is unlikely to be able to call on the services of Lieut. Alan Bray this year while he is on board H.M.S. Antelope. The team ought to be able to welcome back two stalwarts of Navy golf, CPO Ian Tasker of R.N. air station Yeovilton and Lieut.-Cdr. Paul Du Vivier of H.M.S. Dryad.

Looking at the prospects for the Inter-Command golf championships, it is hard to find a Command likely to beat present holders Portsmouth in the match play at Deal from May 20 to June 2. But at the stroke play at Yeovil from August 31 to September 2, Naval Air Command and the Royal Marines might well surprise Portsmouth.

CHAMPION

Who will be Navy champion in 1977? Although Malcolm

Edmunds is leading the betting at present, what about Lieut.-Cdr. Brian Grant, now with the Royal Marines in Devon, or Cpl. Richard Bee of 45 Commando?

The season's matches lead up to the Inter-Service championships at Burnham and Berrow from September 19-22. The Navy has not won this outright for many years. Perhaps the Royal Jubilee Year is the proper one in which to demonstrate that the tide of Navy golf has turned.

Smallbore shoot is close run thing

The result of the 1977 inter-command smallbore rifle match, shot under postal conditions during January, was the closest on record. The winners scored just three more points than the second team and five more than the third.

Although Portsmouth and Medway A won the match for the 11th year running, their total was the lowest to win the competition in its present form and 52 points less than they scored last year.

IMPROVED

The other three teams all improved on their 1976 totals, Portsmouth and Medway B by 54, Plymouth and Scotland by 51, and Naval Air Command by 20. Portsmouth and Medway B, who finished third last year, one point behind Plymouth, moved to second place, two points ahead. Air remained in fourth place.

Cdr. P. F. Probert (H.M.S. Mercury) and CPO G. Everitt (Daedalus) made the highest individual scores in the match, both scoring 396 out of 400.

The Inter-Command Smallbore Rifle Cup will be presented at the R.N.R.A. prizegiving at Bisley on July 9.

WHEN WHAT AND WHERE

APRIL

- 1 Basketball: Inter-Service championships (H.M.S. Sultan); Football: Inter-Command tournament final (H.M.S. Drake).
- 3 Hockey: R.N.(U21) v. Surbiton (Portsmouth).
- 6 Boxing: A.B.A. (England semi-finals) (Hull); Hockey: Bream hockey festival (Weston-Super-Mare).
- 8/11 Kayak: Devices to Westminster canoe race (Devizes); Fencing: Birmingham tournament (Birmingham).
- 20 Football: Combined Services v. F.A. (Aldershot); Boxing: A.B.A. (G.B. semi-finals) (Manchester).
- 21 Rugby: R.N. v. Tynedale (Hexham).
- 23 Rugby: R.N. v. Hartlepool Rovers (Hartlepool).
- 23/24 Fencing: National foil championships (London).
- 27 Football: R.N. v. Army (Naafi Jubilee Cup) (RNAS Culdrose).
- 30/1 May Fencing: National sabre championships (London).

MAY

(first week)

- Fencing: National sabre championships (London).
- 6 Boxing: A.B.A. finals (Wembley); Cricket: R.N. v. Oxford University (The Parks).
- 7 Modern pentathlon: R.N. biathlon championships (H.M.S. Raleigh).

We are the champions!

... without conceding a try

To the delight of their loyal supporters, the Royal Navy clinched their 14th Inter-Service title with a convincing win against the Army at Twickenham, on March 5, writes Mike Vernon.

In winning the championship the Navy did not concede a try, and all nine points scored against them came from penalty goals in the match against the R.A.F.

The R.A.F. game, won 15-9 by the Navy, was judged harshly in many quarters. Certainly it lacked inspiration and fluency, but for the connoisseur there was a stern battle up front and much ferocious tackling.

Deadlock ensued, although the Navy had one good chance when the R.A.F. full-back fumbled John Leigh's shrewd kick into the box.

HELD FIRM

But defences held firm and the match was decided by the accuracy of full-back Geoff Fabian's boot. He opened the score in the 28th minute and was on target at regular intervals thereafter to slot over five penalties against the R.A.F.'s three.

Having introduced seven new caps for the R.A.F. game in Mne Harry Whale, POPT Barry Wills, Mid John Leigh, MEM Alan Dryburgh, Lieut. Peter Norrington-Davies, Second-Lieut. Clive Richards, and Mid Martin Taylor, the selector decided on two more for the Army match, CPO Neil Stefanie and Sub-Lieut. Trevor Newson.

The outside combination which had pulverized Harlequins earlier in the season was brought back: Steve Turner replacing Leigh at fly-half, Stefanie taking his place in the centre, and Newson relieving Whale on the left wing.

ARMY MATCH

It was soon clear that the Army match was to be more exciting than the one at Twickenham a week before.

Shortly into the second quarter Geoff Fabian came steaming into the line on halfway and, with an astute change of direction, wrong-footed the Army defence. Paul Dunn took the pass to put John Ackerman away for a magnificent try.

Seven minutes later Dunn, outstanding throughout, broke from the back of a line-out in the Army 22 and Connolly did the rest. Fabian converted off a post to put the Navy ten points ahead at the interval.

FINAL VICTORY

The Army came more into the game in the second half, but the Navy's defence held tight, with both half-backs and Fabian

Bob Butler honoured

Former PTI Bob Butler, who has been coaching schoolboy boxers at Leamington for 25 years, has received a naval plaque and vest to mark his service to the sport.

The presentations were made by Lieut. John Smith of H.M.S. Sultan, also representing H.M.S. Temeraire.

RUGBY

outstanding. It was fitting that the full-back, who scarcely put a foot wrong, should add two penalty goals to give the Navy final victory by 16 points to nil.

Royal Navy — Lieut. G. Fabian; POPT B. Wills, Lieut. A. Jones, CPO N. Stefanie, Sub-Lieut. T. Newson; Lieut. S. Turner, REA C. Youldon; MEM A. Dryburgh, Lieut. P. Norrington-Davies, Sub-Lieut. J. Ackerman, CPO M. Lane, 2nd Lieut. C. Richards, PO M. Connolly, CPO P. Dunn (captain), Mid. M. Taylor.

NEW LIGHTS

On March 16 the Royal Navy were the star attraction at the opening of Weston-Super-Mare's floodlights and gave local enthusiasts much pleasure with a fine display of open rugby, culminating in a 22-8 win.

To round off the Navy season in style, there were visits to Murrayfield on March 30 to play Scotland Under-21, and to the North-East, where hosts will be Tynedale at Hexham (April 21) and Hartlepool Rovers (April 23) for the Bob Oakes Memorial match.

The squad for the short tour will be weakened by the selection of Geoff Fabian, Alan Jones, and Paul Dunn, the latter as captain, for the Combined Services team to oppose the French Armed Forces at Troyes, France, on April 24.

Fencing results

Results from the Naval Air Command's 1977 fencing championships were:

Foil — 1, LEM Leeman (Yeovilton); 2, POPT Moon (Daedalus); 3, POPT Mottershead (Yeovilton).

Epee — 1, CPO Siddall (Yeovilton); 2, LEM Leeman (Yeovilton); 3, POPT Mottershead (Yeovilton).

Sabre — 1, AA2 Hendry (Daedalus); 2, POPT Mottershead (Yeovilton); 3, POPT Moon (Daedalus).

WRNS foil — 1, LWREN Kaczor (Culdrose); 2, Wren Whanslaw (Yeovilton); 3, PO Wren REG Phipps (Cochrane).

Team event — 1, R.N.A.S. Yeovilton; 2, H.M.S. Daedalus; 3, H.M.S. Osprey.

SPORT IN BRIEF★SPORT IN BRIEF★SPORT IN BRIEF★SPORT IN BRIEF

Defeats at the hands of the Civil Service, Oxford University and Hampshire tested the Havy hockey team in its run up to the Inter-Service tournament, starting this year at the United Services ground, Portsmouth, with the senior and Under-21 matches against the Army.

The games against the R.A.F. were scheduled for March 30 at Brize Norton.

★ ★ ★
CEA David Hambrook,

much-capped Navy and Combined Services rugby three-quarter, was runner-up to LPT Paul Kelly, the boxer who won the 1976 NATO Trophy, the Navy's sportsman of the year award.

★ ★ ★
H.M.S. Arrow won the ship's competition in 1977 Royal Navy ski championships held at Glenshee, Scotland. The four-man team, Lieut.-Cdr. Duncan Ferguson, Lieut.

Robert Guy, Lieut. Christopher Durnford and Mid. Philip Stonor, also finished 14th overall.

★ ★ ★
Hornet, the Joint Services Sailing Centre at Gosport, now has a £22,000 mobile crane to enable large yachts to be lifted out of the water.

★ ★ ★
H.M.S. Dolphin have won for the first time the Portsmouth

United Services Football League Senior Challenge Cup. They beat H.M.S. Dryad 5-3 in the final.

★ ★ ★
The R.A.F. Women's badminton team completely dominated the 1977 Women's Inter-Service championships held at H.M.S. Sultan last month. They dropped only two matches in two days of play. The Army were second, and the W.R.N.S. team third.

SOCCER SEASON OF LOST CHANCES

Like Don Revie's famous Leeds United team, this season's Royal Navy squad has won just about everything in sight except the silverware, writes Jack Sheppard.

Not since 1950-51 had the Navy representative side enjoyed such a successful season up to the start of the Inter-Service tournament. Of 12 matches played, six were won, four drawn and two lost. But the Navy's two opportunities for adding to their silver collection were both spoiled.

In the South West Counties championship the Navy was undefeated in its section but missed by one point the chance of contesting the final. Hampshire, the only other undefeated team, were the winners of the section.

The Navy's results in the Counties competition were: R.N. 1, Wiltshire 0; R.N. 1, Hampshire 1; R.N. 1, Sussex 0; R.N. 2, Dorset 2.

ARMY WIN

But the biggest disappointment was the Navy's 3-0 defeat at the hands of the Army on March 16. Having won the Inter-Service trophy in 1975 and 1976, the team was keen to make R.N.F.A. history by completing a hat-trick, last achieved in 1930-34.

Instead, it was the Army who claimed the title when they swept three first-half goals past the Navy at rain-lashed Victory Stadium, Portsmouth. It was an afternoon when just nothing went right for the title-holders.

The final match of the tournament was between the R.A.F. and Navy at R.A.F. Cosford on March 23, and resulted in a 2-1 win for the Navy.

A 2-1 win over the Air Force in the first match of the tournament set the Army on course for their championship honours.

YOUTH SUCCESS

It was a different story for the Navy's youth side. After beating the Army 2-0, they had to beat the R.A.F. 3-0 to retain the Inter-Service youth trophy. A hat-trick by EM(A) Neil McPhee (Yeovilton) duly saw the Navy juniors to their third win in the four-year history of the competition.

Extra time was required for Inter-Command eliminators which saw the Royal Marines beat Portsmouth 5-4, and Naval Air command beat Scotland 8-7.

Plymouth were meeting Medway and Naval Air the Marines to decide who would contest the final on April 1.

SPORTS CUP

Some consolation for the R.N.F.A. came with the news that it had been awarded the R.N. and R.M. Sports Control Board Cup for its achievements in 1976. Last season the Navy won both senior and junior Inter-Service competitions.

Naafi Cup

R.N. air station Culdrose are this year's Navy representatives in the annual Naafi Jubilee Cup soccer competition. Also in the competition are the Army School of Electrical and Mechanical Engineering at Bordon, Hants, and R.A.F. Lyneham.

The Culdrose team plays three-times winners Bordon at Culdrose on April 27 (2.30 p.m. kick-off), and Lyneham at the R.A.F. station on May 4 (2.30).



Above — Led by the leather coated Cdr. Mike Pearey, the team selector, the Navy rugby squad celebrates its Inter-Service triumphs with a song in Twickenham's antiquated changing room.

Photos: CPO Charles H. Thompson

Right — Sub-Lieut. Trevor Newson (left) and CPO Neil Stefanie are pictured with the First Sea Lord, Admiral Sir Terence Lewin before the Army match. Admiral Lewin, president of the R.N. Rugby Union, presented the two "new boys" with their caps.



Wrens short-listed for Whitbread race

Two members of the W.R.N.S. are among the 35 sailors short-listed to crew the Joint Services entry in the second Whitbread Round-the-World Race which starts from Portsmouth on August 27.

Second Officer Chris Dyer, serving at H.M.S. Dolphin, and Wren Sally Bubbins, from H.M.S. Sultan, are to join 33 male ratings and officers on April 5 for the start of intensive sailing trials.

Of the 35, culled from nearly 200 applicants, just 15 will be selected to represent the Royal Navy in the four crews that will sail the yacht Adventure, veteran of the last Whitbread race.

SAILING EXPERIENCE

Both women have several years of ocean sailing under their belts. Second Officer Dyer (26) is a qualified coastal skipper and is at present studying at Warsash's School of Navigation for the Royal Yacht Association's offshore yachtmaster ticket. She is presently serving as secretary to the Chief of Staff, Flag Officer Submarines.

Wren Bubbins (19), who works in the Service Certificate office at H.M.S. Sultan, has sailed in Adventure to the Channel Islands.

Two other women have a chance of making the crew, through the Army and R.A.F. short lists for the race.

Cdr. Peter Jack, project manager for the Adventure entry, told Navy News that preparation of the Nicholson 55 was progressing satisfactorily.

With sailing trials going on during April and May, it is hoped to establish the four crews so that work-ups can begin in June.

The trials are to be based on Hornet, the Joint Services Sailing Centre at Gosport, using



WREN Sally Bubbins 2nd Officer Chris Dyer

Adventure and other Nicholson 55 yachts kept there.

Selection of the four race skippers is being left to the Rear Commodore (Offshore) of the individual Service sailing associations. Their choices are expected to be made in time for the skippers to become involved in the trials.

It is likely that an R.A.F. man will be in command for the first leg to Cape Town, that a Navy skipper will lead the third crew from Auckland to Rio de Janeiro, and that the Army will be in charge for the final run home.

The second leg, between Cape Town and Auckland, is regarded as the toughest phase of this very tough race, and the skipper for this will be a Joint Services nomination.

Hope for new deal on letting

The case of a naval commander who was a total £900 out of pocket when he sought repossession of his house after a tenant failed to pay the rent was instanced in the Commons when the question of the application of the Rents Acts to Servicemen was raised.

The Under Secretary for the Environment, Mr. Ernest Armstrong, said one of the major objectives of a review of the legislation was to consider how rent law might be simplified.

They recognised that Servicemen and other owner-occupiers who let their homes could be faced with considerable difficulty when tenants refused to leave on their return.

"We fully understand all the human problems that can arise, especially for families, from homelessness — however temporary — and from family separation if the individual genuinely feels that he cannot let his property."

"We have undertaken to consider the position of such landlords when we come to look at the question of recovery of possession."

Any volunteers?

Volunteer naval ratings and R.M. other ranks are needed to take part in an environmental study due to begin at the Institute of Naval Medicine, Alverstoke, on May 2 (DCI-RN-592/76).

Interested volunteers can obtain further details from the Environmental Medicine Unit, Telephone Portsmouth naval base, Ext. 41884.

Wives become Service voters

The wives of Servicemen and the husbands of Servicewomen are about to become officially regarded as Service voters. At the same time continuous registration of Servicemen and women for voting purposes is being re-introduced.

The new arrangements mean that Service wives will register by completion of a form similar to that used for Servicemen — in the past their names were included on the civil householders declaration. The advantage is that once on the register, the Service voter will automatically be transferred to each successive register in the same constituency until he or she ceases to be eligible as a Service voter.

Arrangements under the new legislation came into effect on February 1, and relate to declarations made this autumn for the electoral Registers commencing in February 1978.

The method of registration of

Service voters has varied over the years. In 1969 annual registration was introduced when it was found that continuous registration had swollen the registers with the names of Servicemen who had long since left the Service.

Now modern methods of record keeping can ensure that continuous registration will not lead to the "clogging" of registers with ineligible voters, and the new arrangements seek to combine the merits of previous systems.

A fresh declaration will be required if Service voters wish to change their proxy and/or qualifying U.K. address.

Commanding officers have the responsibility of ensuring that Service personnel and their spouses receive the electoral forms to complete under the new arrangement, and these and an explanatory leaflet will be issued later in the year.

An announcement is made in DCI(RN) J200/77, and more details will be contained in single Service DCIs.

A COW AND BULL STORY

"Guided missiles" from H.M.S. Devonshire helped raise almost £300 for muscular dystrophy research during 24 hours of skillful aiming last month.

The weapons in question were darts flung by nine ratings from the guided missile destroyer in a sponsored marathon at the Spotted Cow, Cowplain.

The Devonshire's "arrow artists" totted up a score of 765,500 — a brave attempt to crack the 900,000 barrier. Pictured wielding the ship's "deadly dart" are (front to rear, left) CCY Dave Prince, LWTR Sharky Ward, REA Len Rogers, Mech. Reg Botterill; (right) CPOCK Bernie Scribbins, CREMN Barry Jones, CMEA Dave Cook and OEMN Rick Broniman. Mech. Dave Meakins also took part in the marathon.

Picture: CPO (Phot) Dave Morris

'Numbers too low' report

The cumulative effect of cuts in defence spending has been and is likely to be increasingly felt not only by the Services' support structure — itself important — but also by the front-line forces, says the report of a Commons Select Committee.

The committee said it considered the demands made on the Army of frequent arduous and dangerous spells of duty in Northern Ireland, and on the Royal Navy of longer periods at sea were imposing con-

siderable strains on both Servicemen and their families.

"We cannot stress strongly enough that we consider the existing numbers too low, and that any further reduction in Service numbers would have grave consequences on the morale and capabilities of our forces."

WORRIED

(Continued from Page 1)

Admiralty Board on the implementation of the Seeborn proposals.

Area Flag Officers, whose responsibilities cover the whole country, will have on their staffs "area co-ordinators." These co-ordinators, who will draw together housing, family welfare and community services, will be the Commodores of H.M.S. Nelson, Portsmouth, and H.M.S. Drake, Plymouth, and the captains of H.M.S. Cochrane, Rosyth, and H.M.S. Pembroke, Chatham. An increasing number of professionally-qualified social workers are being stationed in suitable locations.

The Commander-in-Chief Naval Home Command is writing personally to the next-of-kin of all officers and ratings in the R.N., Q.A.R.N.S., and W.R.N.S., telling them of the new service.

Fittleton fund

More than £57,000 has been raised so far for the Fittleton Fund, set up to aid the dependants of those who died in the minesweeper disaster. This includes £5,100, the total to date of the sponsorships collected for the cycle ride to Fittleton village.

The collection closes on May 31, after which the Trustees will meet to apportion the funds.

Rhyl's warm welcome

The North Wales town of Rhyl provided a warm welcome for the sailors of H.M.S. Rhyl during a five-day visit. Because of tidal considerations the frigate had to dock 40 miles away at Birkenhead. Many social and sporting fixtures were arranged, and sailors in uniform were given a welcome wherever they went.

ATHENS IS MAGIC FOR HECATE



Photo: LA(Phot) B. Godfrey

Nowhere is the magic of Athens better captured than in the view of the Acropolis from the hill of the Pnyx.

Six junior rates from the ocean survey ship H.M.S. Hecate, which is named after the Greek goddess of magic, pose for the camera during a four-day visit to Athens, taken as a break from surveying duties in the Med.

Hospitality offered by both the Hellenic Navy and the British community is reported

as overwhelming, and tours of the city were provided by the host Navy and by British Petroleum.

Football, hockey and golf were played, and several parties of children "stormed" the ship for visits. Twelve junior rates, their names drawn from 40 volunteers, spent a day entertaining Embassy children — and themselves — at a picnic on the sun-drenched Aegean coast.

QUANTOCK SCHOOL

OVER STOWEY, BRIDGWATER, SOMERSET, TA5 1HD



A happy and successful boarding school for 160 boys (fully recognised as efficient by the Department of Education and Science), stands at the edge of miles of forest in an area of outstanding natural beauty, high above and near the sea. Taunton is nearby and London just over two hours away (Heathrow Airport via Reading is about the same distance). Fees are moderate and there are no "surprises." Service grants are available; in many cases supplementary County grants. Age range: 10-18. Applicants must be of at least average intelligence and average academic attainment. The academic year begins in September.

WHAT HAS MADE OUR PARENTS INVARIABLY DELIGHTED WITH THEIR CHOICE OF SCHOOL?

- The warm, happy "family" atmosphere ("homesickness" is almost unknown).
- The School's realistic, "modern" outlook (though the School is basically "traditional").
- Excellent teacher/pupil relationships.
- Small classes.
- CSE and GCE courses (recognised centre).
- Magnificent setting and environment; literally "miles" of space.
- "Out-of-the-ordinary" activities.
- Holiday accommodation/guardianship/airport escort, etc., whenever needed.
- Almost 100% success with boys not expected to settle in a boarding school.
- Obviously all-round first-class value for money (enquirers may contact existing parents).

DO PLEASE WRITE OR TELEPHONE (NETHER STOWEY 252 and 423), STD CODE: 027673, FOR A COPY OF THE SCHOOL PROSPECTUS.

Anyone for tennis?

Anyone for tennis? Volunteers are being recruited to act as seating stewards at this year's Wimbledon championships.

Stewards are given many opportunities to watch play, and are paid a subsistence rate of £10 a day for the period June 20 to July 2. Closing date for applications is May 9.

Ask your Divisional Officer for details or see DCI(RN)188/77.

If you want to pay to watch, the R.N. Lawn Tennis Association receives an allocation of tickets for the championships. Details of how to apply are given in DCI(RN)118/77.

Diving in Scillies

Are you a member of the R.N. and R.M. Sub Aqua Club and a 3rd class diver or above? If so, there is a chance of spending a fortnight in the Scillies, diving at what is regarded as one of the best sites in the British Isles. Those interested in applying should contact their diving officers or nearest club committee member.